U.S. Coast Guard

Vessel Traffic Service Port Arthur

VTS Port Arthur User Manual

(UPDATED October 1, 2018)

Table of Contents

Acronyms and Abbreviations

AIS	Automatic Identification System
CDC	Certain Dangerous Cargo
COTP	Captain of the Port
CFR	Code of Federal Regulations
ETA	Estimated Time of Arrival
VMRS	Vessel Movement Reporting System
VTS	Vessel Traffic Service
VTSA	Vessel Traffic Service Area
VTC	Vessel Traffic Center

Important Phone Numbers and Frequencies

Name	Telephone	Call Sign / VHF Channel
U.S. Coast Guard Marine Safety Unit 2901 Turtle Creek Dr. Port Arthur, TX 77642	(409) 723-6500 (24 Hours)	
U.S. Coast Guard VTS Port Arthur (Traffic Center) https://www.atlanticarea.uscg.mil/vtsportarthur/	(409) 719-5070 Fax 719-5090 (24 Hours)	*Port Arthur Traffic* 13 / 16 01A 65A
U.S. Coast Guard VTS Port Arthur Office	(409) 719-5086	
U.S. Coast Guard Marine Safety Unit Lake Charles	(337) 433-3765 **After hours contact MSU Port Arthur, TX.**	
U.S. Coast Guard Sector Houston-Galveston	(281) 464-4800	*Sector Houston* 16
U.S. Coast Guard National Response Center	1-800-424-8802 (24 hours)	
U.S. Coast Guard Navigation Center http://www.navcen.uscg.gov/	(703) 313-5900	
U.S. Coast Guard Station Sabine (Search and Rescue)	(409) 971-2200	*CG Station Sabine* 16
U.S. Coast Guard Regional Examination Center – Houston, TX rechouston@uscg.mil	(888) 427-5562	
Army Corp of Engineers (Galveston)	(409) 766-3899	
Sabine Pilots	409-722-3126	*Sabine Pilots* 14 / 20

Introduction

VTS Port Arthur began operations in 2005 to enhance navigation, vessel safety, and marine environmental protection, and to promote safe vessel movement.

To accomplish these goals VTS uses AIS, radar, cameras and radiotelephone reports from vessel operators to monitor and inform mariners about the status of the waterway and, when necessary, recommend or direct mariners to take actions necessary to prevent collisions, allisions and groundings.

Through the proactive exchange of information with mariners, VTS endeavors to maintain good order and predictability on the waterway. This VTS Operating Procedures Guide describes the services available to waterway users and explains the procedures in place to maximize the benefits of operating in a VTS system.

Suggested Improvements

The Coast Guard welcomes any suggestions to improve this manual or VTS operational procedures. Suggestions may be forwarded to the Director, VTS Port Arthur, c/o Commanding Officer of Marine Safety Unit Port Arthur at the address or website listed on the previous page.

Concept of Operations

The Coast Guard realized early on that for VTS services to be successful, local mariners would have to have a major part in its development. The Coast Guard, working with local industry partners, developed a plan to implement proven VTS procedures, take advantage of new technology (i.e. AIS) and to minimize radiotelephone communications.

VTS Services

In order to improve good order and predictability, VTS provides three primary services:

- **Information Services** - an information service provides the position, identity, and intentions of vessels operating within the VTS area. It also provides information on meteorological and hydrological conditions, status of aids to navigation (ATON), traffic congestion, channel hazards and waterway restrictions.

  Navigational Assistance – a navigation assistance service is a service that provides essential and timely navigational information to assist in the on board navigational decision-making process and to monitor its effects. Navigation assistance service may include specific warnings to individual vessels. It may also involve the provision of navigational advice and/or instruction. It is especially important in difficult navigational or meteorological conditions

- **Traffic Organization** – a traffic organization service concerns the operational management of traffic and planning of vessel movements and is particularly relevant during times of congestion or waterways restrictions. Prioritization of movements, allocation of space, mandatory position reporting, speed limits, and/or other measures might be used to provide this service.

These services aid the mariner in making independent decisions regarding the safe navigation of their vessels, for which they retain complete responsibility. In this sense, we regard ourselves as a navigational aid, a tool that mariners use along with numerous other tools to facilitate their safe navigation. The next section describes how VTS Port Arthur provides these services to vessels transiting the VTS Area.

Concept of Operations (Cont'd)

VTS Measures

33 CFR 161.11 states that a VTS may issue measures and directions to enhance navigation and vessel safety, and to protect the marine environment, such as, but not limited to:

1. Designating temporary reporting points and procedures;
2. Imposing vessel operating requirements; or
3. Establishing vessel traffic routing schemes.
4. During conditions of vessel congestion, restricted visibility, adverse weather or other hazardous circumstances, a VTS may control, supervise, or otherwise manage traffic by specifying times of entry, movement, or departure to, from, or within a VTS area.

Who Must Participate

Applicability

33 CFR Part 161 identifies **two** levels of participation in a Vessel Traffic Service:

- VTS Users
- VMRS Users*

VTS Users

All vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act, which is:

- Every power-driven vessel of 20 meters (approximately 65 feet) or more in length while navigating;
- Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;
- Every towing vessel of 26 feet or over in length while navigating; and
- Every dredge or floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels except for an unmanned or intermittently manned floating plant under the control of a dredge;
- Vessels required to participate in a VMRS;
- Vessels equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

VTS Users Must:

- Monitor the VTS radio frequency at all times while operating within the VTS Area and respond promptly when hailed.
- Comply with all measures established or directions issued by a VTS.
- If unable to safely comply with a measure or direction issued by the VTS, deviate only to the extent necessary to avoid endangering persons, property or the environment. Report the deviation to the VTS as soon as practicable.
- Carry onboard and maintain for ready reference a copy of the VTS Regulations (included in this User Manual).

Who Must Participate (Cont'd)

VTS Users Must: (Cont'd)

- Notify the VTS of any of the following:
  - Marine casualty as defined in 46 CFR; Part 4.05-1;
  - Involvement in the ramming of a fixed or floating object;
  - A pollution incident as defined in 33 CFR, Part 151.15;
  - A defect or discrepancy of any aid to navigation;
  - A hazardous condition as defined in 33 CFR, Part 160.202;
  - Improper operation of vessel equipment required by 33 CFR, Part 164;
  - A situation involving hazardous materials for which a report is required by 49 CFR 176.48; and
  - A hazardous vessel operating condition as defined in 33 CFR, Part 161.2.

VMRS User

- Every power-driven vessel of 40 meters (approx. 131 feet) or more in length, while navigating;
- Every towing vessel of 8 meters (approx. 26 feet) or more in length, while engaged in towing;
- Every vessel certificated to carry 50 or more passengers for hire, while engaged in trade.

VMRS Users Must:

- Meet all requirements established for VTS Users; and
- Participate in the Vessel Movement Reporting System by making reports to the VTS as specified in 33 CFR 161.18. Reports are described later in the guide.

Information Services

Ship Broadcast

Every thirty minutes VTS Port Arthur broadcasts the name, location and direction of all ships and large tows (sea going tugs, integrated/articulated tug and barges, harbor tugs engaged in towing and oversized inland tows).

With this information, mariners can predict future meeting, crossing or overtaking situations, plan where best to make these encounters and contact specific vessels well in advance to make passing arrangements.

Waterway Advisory Broadcast

Every sixty minutes, VTS Port Arthur broadcasts the following information:

VTS Measures – VTS reports all Coast Guard restrictions in effect on the waterway. Restrictions include temporary safety and security zones, specific routing schemes or operational restrictions such as draft or tow size limitations.

Channel Hazards – VTS reports hazards that may be encountered such as dredging operations, slow bell requests or known fixed or floating hazards to navigation.

ATON Discrepancies – VTS reports discrepancies to critical aids to navigation (lights at waterway junctures and all ranges) (See page 22). VTS may report discrepancies of other aids to navigation when several consecutive aids are discrepant or upon request.

Weather – VTS reports unusual weather conditions such National Weather Service Gale, Storm and Hurricane warnings, serve thunderstorm advisories, and restricted visibility (when reported to the VTC).

VTS Port Arthur monitors NOAA's Physical Oceanographic Real-Time System (PORTS). As part of the Weather portion of the Advisory, VTS will provide hydrological information when tides are greater than 1-foot below predicted levels and currents when they are greater than 1.0 knot in velocity.

PORTS hydrological information will also be provided upon request.

Information Services (Cont'd)

Broadcast Schedule

Ship Broadcast	HH:25	HH:55
Waterway Advisory	HH:55	

Broadcast Frequency — **Channel 01A and 65A**

Broadcast Order

VTS broadcasts information in the following specific format:

Note – Items in bold are broadcast every thirty minutes. All others are broadcast hourly at HH: 55.

Sea Buoy to the School House (including the Intracoastal waterway west of Port Arthur)	**Vessel Traffic** VTS Measures Channel Hazards ATON Discrepancies Weather / Tides-Currents
The School House to Beaumont, TX	**Vessel Traffic** VTS Measures Channel Hazards ATON Discrepancies Weather / Tides-Currents
Neches River Intersection to Orange, TX	**Vessel Traffic** VTS Measures Channel Hazards ATON Discrepancies Weather / Tides-Currents

Traffic Advisories

When a vessel checks into the VTS System, VTS Port Arthur will report traffic the vessel is expected to encounter in the next 30 minutes or through the next Reporting Point, whichever is greater. This report is intended to provide sufficient traffic and waterway information until the next scheduled broadcast.

VTS realizes that vessel operations may prevent an operator from monitoring a scheduled broadcast. VTS Port Arthur will provide vessel traffic and waterway advisory information upon request.

Port Arthur VTS Area Defined

Defined

The VTS Port Arthur Area encompasses the navigable waters of the U.S. to the limits of the territorial sea from longitude 92°37.00′ W (ICW MM 191 EHL) west to approximate longitude 94°21.25′ W (ICW MM 316).

VTS Port Arthur actively monitors and receives reports in a smaller area that includes the following waters:

- The Gulf Intracoastal Waterway between Mile **260** and **295**
- Port Arthur Ship Channel
- Sabine Bank Channel / Sabine Pass Channel to the 'SB' buoy.
- Sabine River
- Neches River
- Galveston-Lake Charles safety fairway from 093˚ 28'W westward to 93˚ 58 W (approximately 12 miles on either side of the Sabine Bank Channel).

Reporting Points

Reporting Points are designated points within the VTS Area where VMRS Users submit Position Reports. Reporting Points for VTS Port Arthur are listed on pages 12-13 and in Appendix A.

Vessels with properly operating Automatic Identification System (AIS) equipment installed are exempt from Position Reports but must still submit Sailing Plans and Final Reports.

VTS Port Arthur Reporting Points
Inbound

	Geo-graphic Name	Geographic Description	Latitude/Longitude	Notes
1	Sabine Bank Channel "SB" Buoy	Sabine Bank Sea Buoy	29 25.00 N 093 40.00 W	Sailing Plan
2	Sabine Pass Buoys "29/30"	Sabine Pass Buoys "29/30"	29 41.90 N 093 50.65 W	
3	Port Arthur Canal LT "43"	Keith Lake	29 46.50 N 093 56.47 W	
4	North Forty	North Forty	29 56.50 N 093 52.10 W	
5	FINA Highline	FINA Highline	29 59.10 N 093 54.10 W	
6	Ready Reserve Fleet Highlines	Channel at cove mid-point	30 01.00 N 094 00.75 W	
7	Sabine River MM 268	268 Highline	30 02.20 N 093 44.30 W	

VTS Port Arthur Reporting Points
Outbound

	Geo-graphic Name	Geographic Description	Latitude/Longitude	Notes
1	Sabine River LT "2	Black Bayou	30 00.03 N 093 46.18 W	
2	Ready Reserve Fleet Highline	Channel at east end of cove	30 01.00 N 094 00.75 W	
3	Neches River LT 19	FINA Highline	29 59.09 N 093 54.32 W	
4	GIWW Mile 285	The School House	29 52.71 N 093 55.55 W	
5	Port Arthur Canal LT "43"	Keith Lake	29 46.50 N 093 56.47 W	
6	Sabine Pass Buoys "29/30"	Sabine Pass Buoys "29/30"	29 41.90 N 093 50.65 W	
7	Sabine Bank Channel "SB" Buoy	Sabine Bank Sea Buoy	29 25.00 N 093 40.00 W	Final Report

VTS Port Arthur Reporting Points
Eastbound (ICW)

	Geo-graphic Name	Geographic Description	Latitude/Longitude	Notes
1	GIWW MM 295	ICW MM 295	29 47.25 N 094 01.10 W	Sailing Plan
2	North Forty	North Forty	29 56.50 N 093 52.10 W	
3	Sabine River MM 268	268 Highline	30 02.20 N 093 44.30 W	
4	GIWW MM 260	260 Highline	30 03.50 N 093 37.50 W	Final Report

VTS Port Arthur Reporting Points
Westbound (ICW)

	Geo-graphic Name	Geographic Description	Latitude/Longitude	Notes
3	GIWW MM 260	260 Highline	30 03.50 N 093 37.50 W	Sailing Plan
4	Sabine River LT "2	Black Bayou	30 00.03 N 093 46.18 W	
5	GIWW Mile 285	The School House	29 52.71 N 093 55.55 W	
6	GIWW MM 295	ICW MM 295	29 47.25 N 094 01.10 W	Final Report

VTS Port Arthur Reporting Points
Offshore Safety Fairway

	Geo-graphic Name	Geographic Description	Latitude/Longitude	Notes
3	Sabine Pass Safety Fairway –	East Dogleg	29 35.00 N 093 28.00 W	
4	Sabine Pass Safety Fairway –	West Dogleg	29 28.00 N 093 58.00 W	

Communications

Voice Call Signs

The Vessel Traffic Center (VTC) call sign is "**PORT ARTHUR TRAFFIC**". Vessel masters should use their vessel's name when calling the VTC. Sabine pilots use their individual identification number in addition to the vessel's name. The correct format is "Unit being called" this is "Unit calling."

Example – *"Port Arthur Traffic this is the CAPTAIN JOHN, Reporting …, "Port Arthur Traffic this is CAPTAIN JOHN, Out".*

The call sign may be abbreviated following the initial call.

Example – *"Traffic, CAPTAIN JOHN, Out.*

All communications must be in the English language.

Designated Frequencies

- VHF-FM Channel 65A (156.275 MHz) for communicating with Port Arthur Traffic while operating **north** of Mile 285 (locally known as the School House) at 29°52.7 N 93° 55.5W.
- VHF-FM Channel 01A (156.050 MHz) for communicating with Port Arthur Traffic while operating **south** of Mile 285 (locally known as the School House) at 29°52.7 N 93° 55.5W.

Note

Under VTS Regulations (Note to 33 CFR 161.12(c)), vessels that maintain a listening watch on the VTS frequency are not required to monitor VHF Channel 16 while participating in a VTS so long as a watch is maintained on channel 13 the designated VTS frequency.

VMRS User Reports

Sailing Plan (Check-In)

VMRS Users must report the following information via VHF-FM prior to entering the VTSA or getting underway within the VTS Area (preferably in this order):

1. Vessel Name
2. Location
3. Destination (include any anticipated stops)
4. Tow Configuration (How many and # of loaded/unloaded barges)
5. Vessel's Dimensions (Length x beam x draft) and Air draft (ships only)
6. Any CDC Cargo being carried (See Appendix D)

Position Report

VMRS Users must report its name and position:

- Upon point of entry into a VTS area;
- At designated reporting points (unless equipped with a properly operating AIS);
- When directed by the VTC

Final Report

VMRS Users must report its name and position:

- On arrival at its destination; or
- When leaving the VTS area.

Other Items to Report

- Any significant deviation from its Sailing Plan or previously reported information; or
- Any intention to deviate from a VTS issued measure or vessel traffic routing system.

Other Reports – All Users

Channel Obstruction

Operations that will obstruct any portion of the navigable channel / waterway must be reported to the Captain of the Port (COTP) prior to the operation.

Before commencing the operation, the VTC must know the following:

- Name of vessel(s)
- Location
- Reason for obstruction
- Description of obstruction
- Starting date and estimated duration
- Tugs in attendance (if applicable)

Distress Reports

Report flare sightings, distress calls, or sightings of vessels possibly in distress to the VTC with the following:

- Location
- Nature of distress
- Description of vessel(s) in distress
- Number of personnel involved (if known)
- If your vessel is able to assist

Other Reports - All Users (cont'd)

Marine Incident Reports (CG-2692)

Report to the VTS any grounding, fire, loss of steering, loss of propulsion, collisions, rammings, flooding, or other circumstance that reduces the capability of a vessel to safely maneuver or that endangers another vessel. Include in your report the following information:

1. Marine Casualty as defined in 46 CFR; Part 4.05-1

   - Vessel name
   - Location
   - Nature of incident
   - If Coast Guard assistance is needed
   - Extent of channel restrictions
   - Is there damage, pollution, or injuries as a result of the incident;
   - Master's intentions

2. Involvement in the ramming of a fixed or floating object.
3. A pollution incident as defined in 33 CFR, Part 151.15.
4. A defect or discrepancy in an aid to navigation.

   Report any discrepancy to an aid to navigation including:

   - Lights not working
   - Lights showing the wrong characteristics
   - Aids in the wrong location
   - Missing aids

   Note - Vessel operators are <u>required</u> to report striking an aid to navigation.

5. A hazardous condition as defined in 33 CFR, Part 160.202.
6. Improper operation of vessel equipment required by 33 CFR, Part 164.

Other Reports - All Users (cont'd)

Marine Incident Reports (Cont'd)

7. A hazardous vessel operating condition (33 CFR, Part 161.2) including, but not limited to:

   - Malfunction of vessel operating equipment such as propulsion, machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid (ARPA), radiotelephone, Automatic Identification System (AIS), navigational lighting, sound signaling devices or similar equipment.
   - Any condition on board the vessel likely to impair navigation such as lack of current nautical charts and publications, personnel shortage, or similar condition.
   - Vessel characteristics that affect or restrict maneuverability, such as cargo arrangement, trim, loaded condition, under-keel clearance, speed, or similar characteristic.

Dredges And Floating Plants

Dredges and floating plants must provide the following information to the VTS prior to beginning operations within the VTS Area:

- Name
- Location of intended operation
- Description of intended operation – including any channel obstructions
- Configuration of pipeline
- Termination point of pipelines
- Time required to re-open the channel for vessel passage
- Any operating impairments
- Any notification requirements to channel traffic (e.g., requests for SLOWBELL, no meeting or overtaking, divers in the water, etc.
- Means of contacting the dredge control station
- Telephone numbers and names of assist vessels
- Telephone number and name of project superintendent

Good Things to Know

Government Moorings

The Army Corps of Engineers maintains moorings on the Intracoastal Waterway near the West Port Arthur Bridge for the temporary mooring of barges while awaiting weather, repairs, dock space, or orders. Federal regulations require that any vessel or tow using these areas maintain a clear and unobstructed waterway for other vessel traffic. Vessels must be properly moored and display proper signals and lights.

Marine Information

In addition to radiotelephone advisories, VTS Port Arthur informs waterway stakeholders of significant port and waterway information via Marine Safety Information Bulletin (MSIB). MSIB are available via e-mail, the VTS Website: (https://www.atlanticarea.uscg.mil/Our-Organization/District-8/District-Units/Sector-Houston-Galveston/Units/VTS-Port-Arthur/Marine-Safety-Information-Bulletins/) and HOMEPORT: (https://homeport.uscg.mil/port-directory/port-arthur-and-lake-charles)

Contact VTS Port Arthur to receive MSIB or register online at https://public.govdelivery.com/accounts/USDHSCG/subscriber/new to receive email notifications when MSIBs are issued.

Naval Vessel Protection Zone (NVPZ)

A 500-yard Naval Vessel Protection Zone exists around U.S. naval vessels greater than 100 feet in length at all times in the navigable waters of the United States, whether the U.S. naval vessel is underway, anchored, moored, or within a floating dry dock.

Contact VTS Port Arthur, the senior naval officer present in command, or the official patrol on VHF-FM channel 13 or 16 to request authorization to operate within the NVPZ of a large U.S. naval vessel.

Offshore Operations

VMRS Users transiting the offshore safety fairway or entering the Sabine Bank Channel at the “SB” buoy (LLNR 1085/22300) submit Sailing Plan Reports to VTS. VTS will report participating vessels and the presence of known vessels operating in close proximity to these channels.

Good Things to Know (Cont'd)

Oversize Tow Permits

33 CFR 162.75 regulates the size, assembly and handling of tows on inland waterways 150 feet wide or less. VTS Port Arthur processes oversize tow permits originating in the Port Arthur Captain of the Port Zone. The phone number and radio frequency is listed on page 3 of this guide.

The Port Arthur Captain of the Port recognizes oversize tow permits issued by the Captain of the Port of a tow's point of origin.

Regulated Navigation Area (RNA)

A Regulated Navigation Area exists shoreward of the Sabine Pass Jetties (33 CFR 165.806). The RNA states:

> Unless otherwise authorized by the Captain of the Port, Port Arthur, Texas, tows on a hawser of 1000-gross tons or greater transiting the Sabine-Neches Waterway are prohibited unless such tows have a tug of sufficient horsepower made up to the tow in such a manner as to ensure that complete and effective control is maintained throughout the transit. Inbound vessels only, may shift the tow or pick up an additional tug within 100 yards inside the entrance jetties provided that such action is necessary for reasons of prudent seamanship.

Reporting Points

Reporting points are specifically assigned geographic positions within the VTSA where VMRS users are required to make position reports. These reports can be found in 33 CFR 161 and pages 12-13 of this guide.

Vessels with properly operating AIS equipment are exempt from the requirement to submit Position Reports.

Rig Movements and Dead Ship Tows

The Sabine-Neches Waterway supports traffic of all types yet is extremely narrow in many places. Companies intending to tow ships or rigs through the waterway are requested to provide notification to VTS Port Arthur 96 hours in advance to ensure effective notification and coordination of the movement.

Notification forms are available at the VTS Port Arthur website (https://www.atlanticarea.uscg.mil/Our-Organization/District-8/District-Units/Sector-Houston-Galveston/Units/VTS-Port-Arthur/Downloads/) and may be faxed or e-mailed to VTS Port Arthur. VTS will make notifications via marine information broadcasts, MSIB and HOMEPORT.

Good Things to Know (Cont'd)

Safety Zones

33 CFR 165.20 defines a Safety Zone as a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion.

Safety Zones may be established by the Captain of the Port when deemed necessary (33 CFR 165.5). Mariners will be notified as described on page 25 under Marine Information.

Security Zones

33 CFR 165.30 defines a security zone as an area of land, water, or land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States.

Security Zones may be established by the Captain of the Port when deemed necessary (33 CFR 165.5). Mariners will be notified as described on page 25 under Marine Information.

Traffic Advisories

VTS Port Arthur's traffic advisories at each reporting point consist of the following information:

1. Traffic: Anticipated vessel encounters during the next 30-minutes or through the next intersection, whichever is greater.

2. VTS Measures and CG Limited Access Areas (e.g. safety zones, security zones) in effect.

3. Navigation Hazards (e.g., dredging operations, construction projects, diving operations)

4. Aids to Navigation Discrepancies

5. Weather Advisories (if applicable)

Aids to Navigation

Aids to Navigation (AtoN)

VTS monitors the status of aids to navigation within the VTS Area. To avoid redundancy and unduly congested radiotelephone frequencies, VTS will normally report only **major** aids to navigation discrepancies in VTS traffic advisories. However, VTS will report other discrepant aids when:

- When two consecutive aids are discrepant;
- When two aids forming a gated pair are discrepant;
- When an aid is off-station;
- When any floating aid is sinking or sunk on station.

If you need to know all aid to navigation discrepancy information, simply ask your VTS Watchstander.

Major Aids to Navigation

The following aids are considered "major" aids to navigation within the VTS Port Arthur Area.

Non-Lateral Offshore Aids	
Sabine Bank Channel LT	Eighteen Foot Shoal LGB 3

Sabine Bank Channel	**Sabine Pass Channel**
Sabine Bank LWB SB	Sabine Pass LB 17
Sabine Bank LBB 8	Sabine Pass LB 18
Sabine Bank LB 9	Sabine Pass LB 27
Sabine Bank LGB 29	Sabine Pass LB 39
Sabine Bank LB 30	Sabine Pass East Jetty Light

Port Arthur Canal	**Sabine River**
Port Arthur Canal LT 45	Sabine River LT 16
Port Arthur Canal LT 46	

Neches River	
Neches River LT 28	Neches River LT 51
Neches River LT 29	Neches River LT 56
Neches River LT 30	Neches River LT 58
Neches River LT 42	Neches River LT 60

All Range Lights

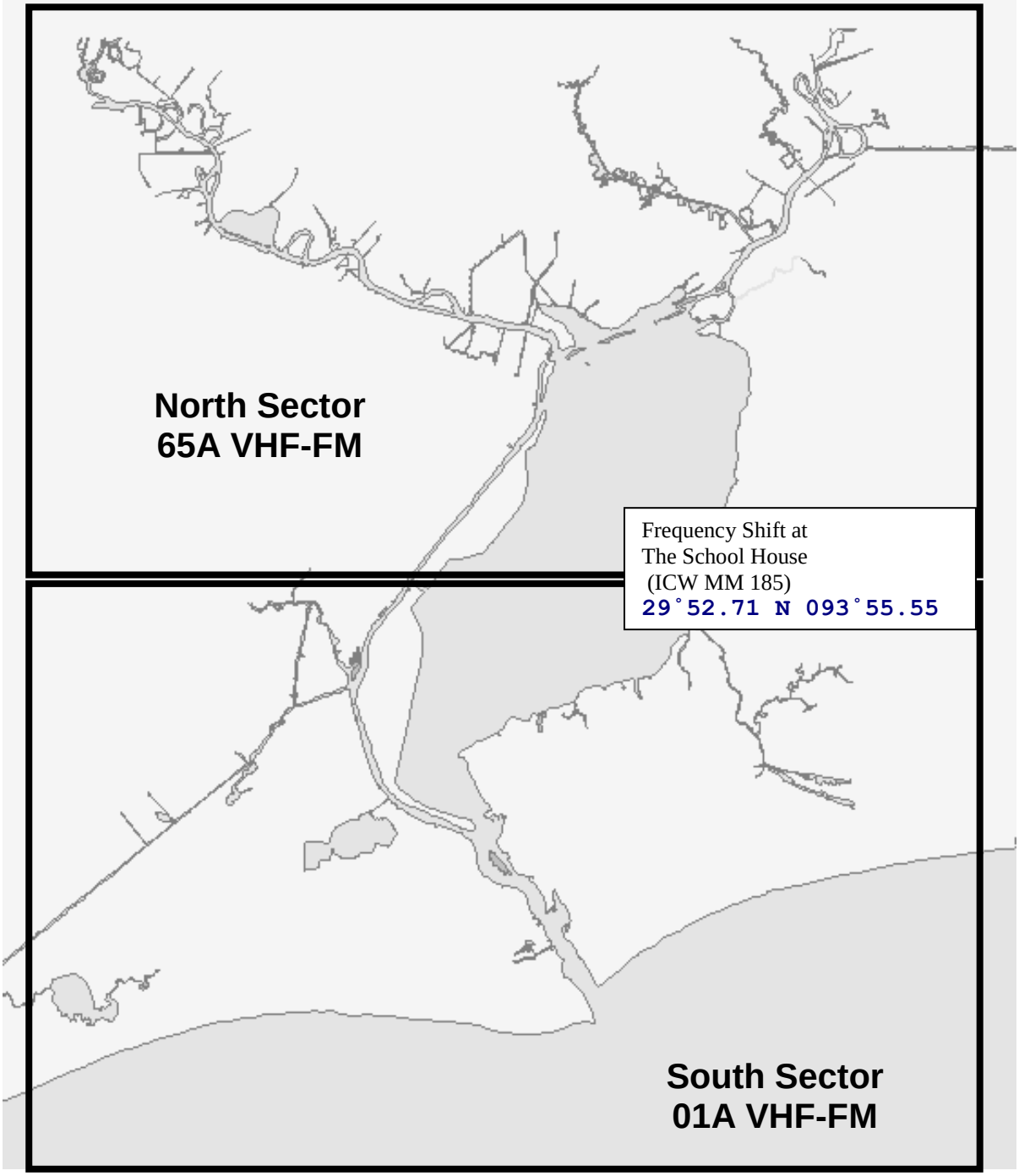
Aids to Navigation (cont'd)

NOTE

Coast Guard Sector Houston performs schedule Broadcast Notice to Mariners four times daily at 0450, 0650, 1050 and 1650 (local time); which informs of aids to navigation discrepancy information, including aids within the Port Arthur VTS Area, on Channel 22A

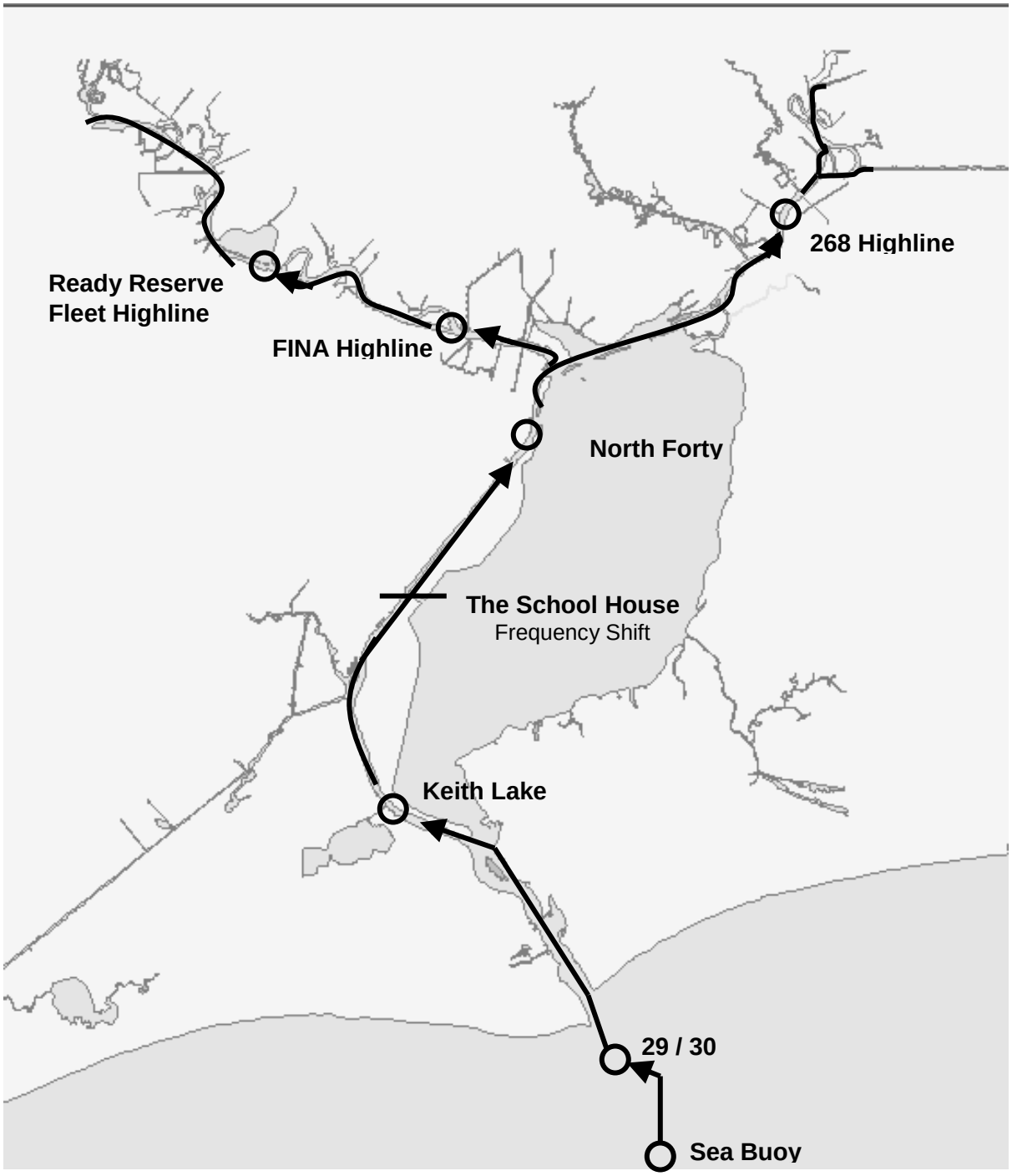
Appendix A

VTS Port Arthur Sectors and Frequencies

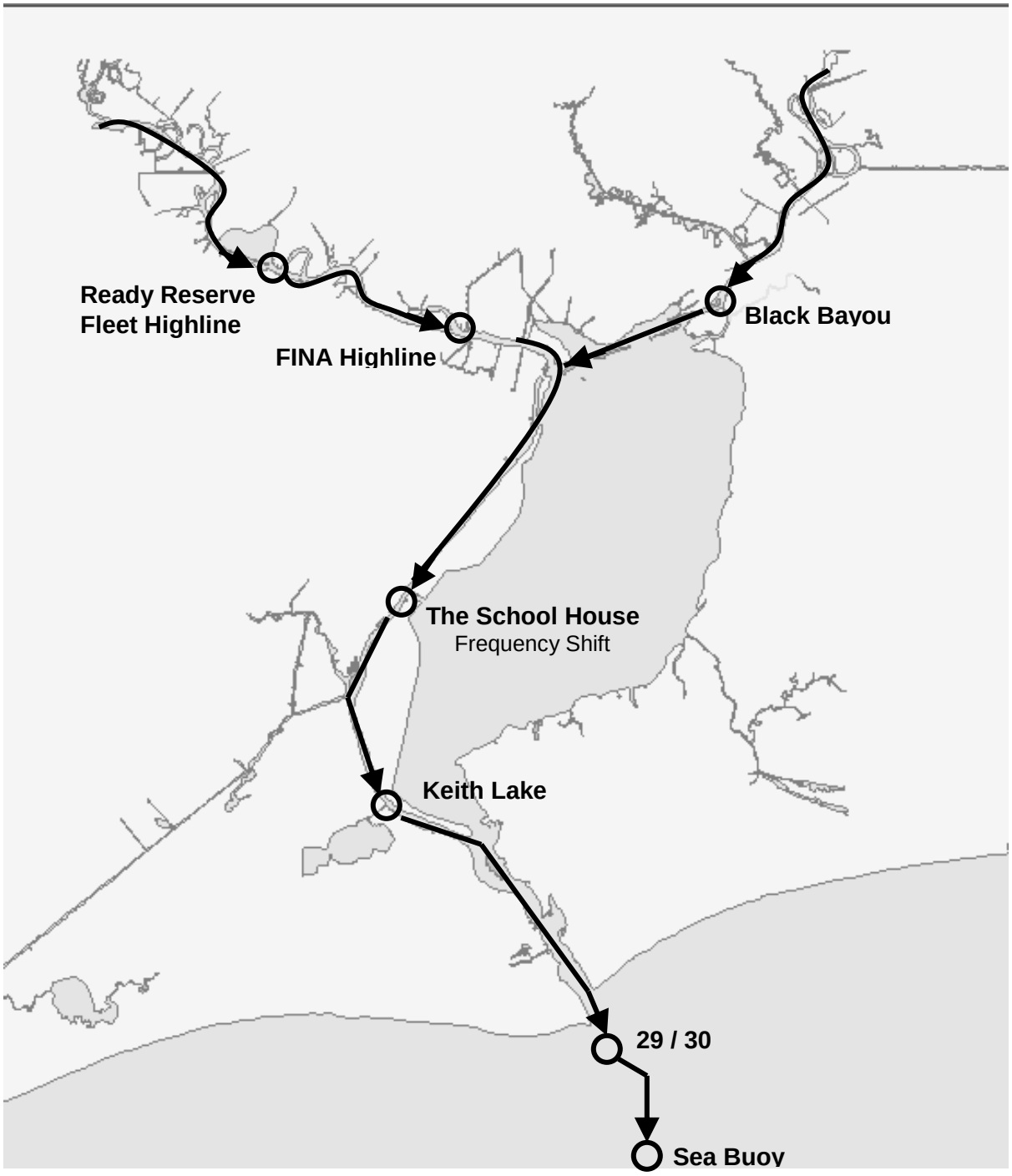


Appendix B

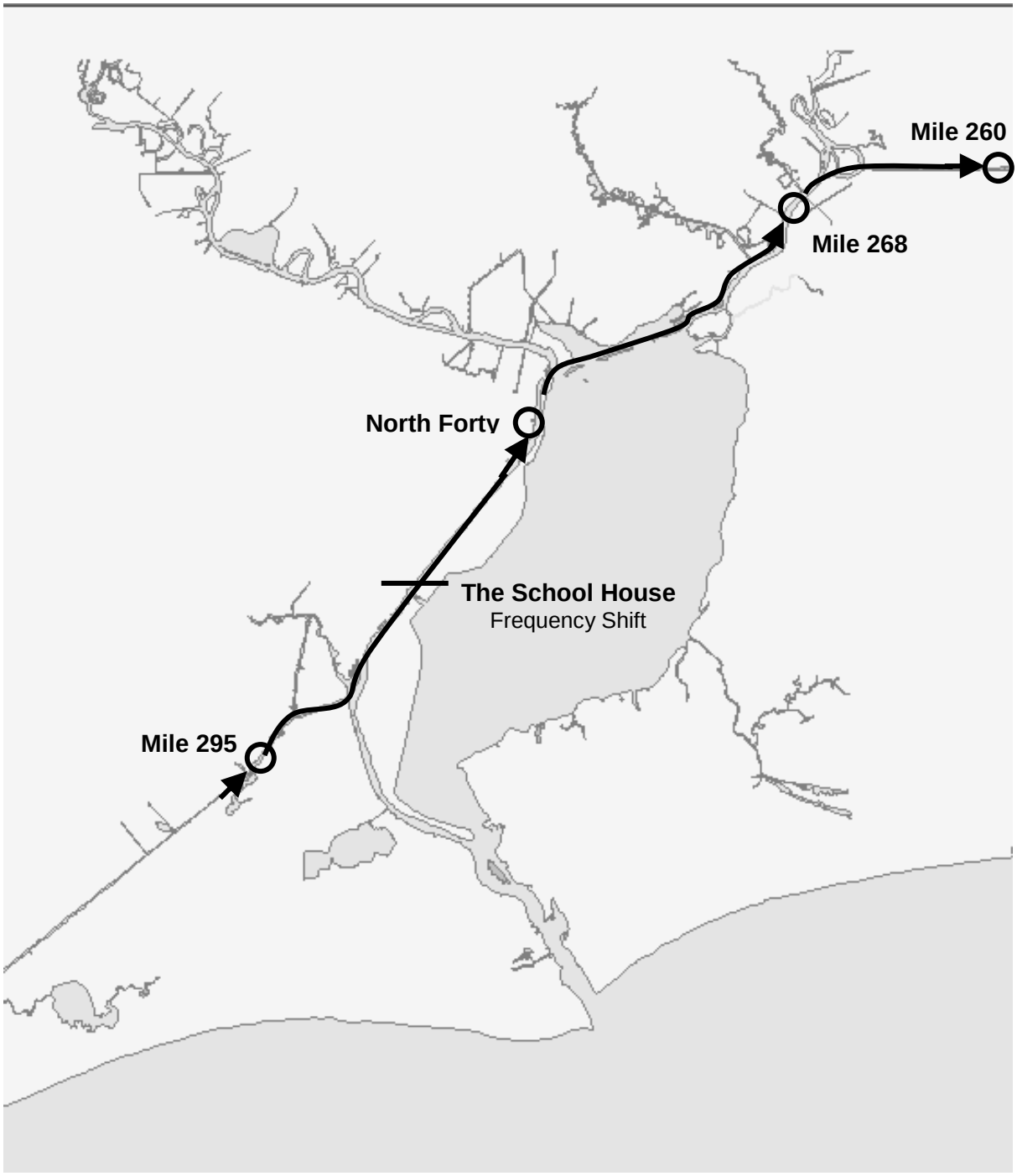
VTS Port Arthur Reporting Points
Inbound



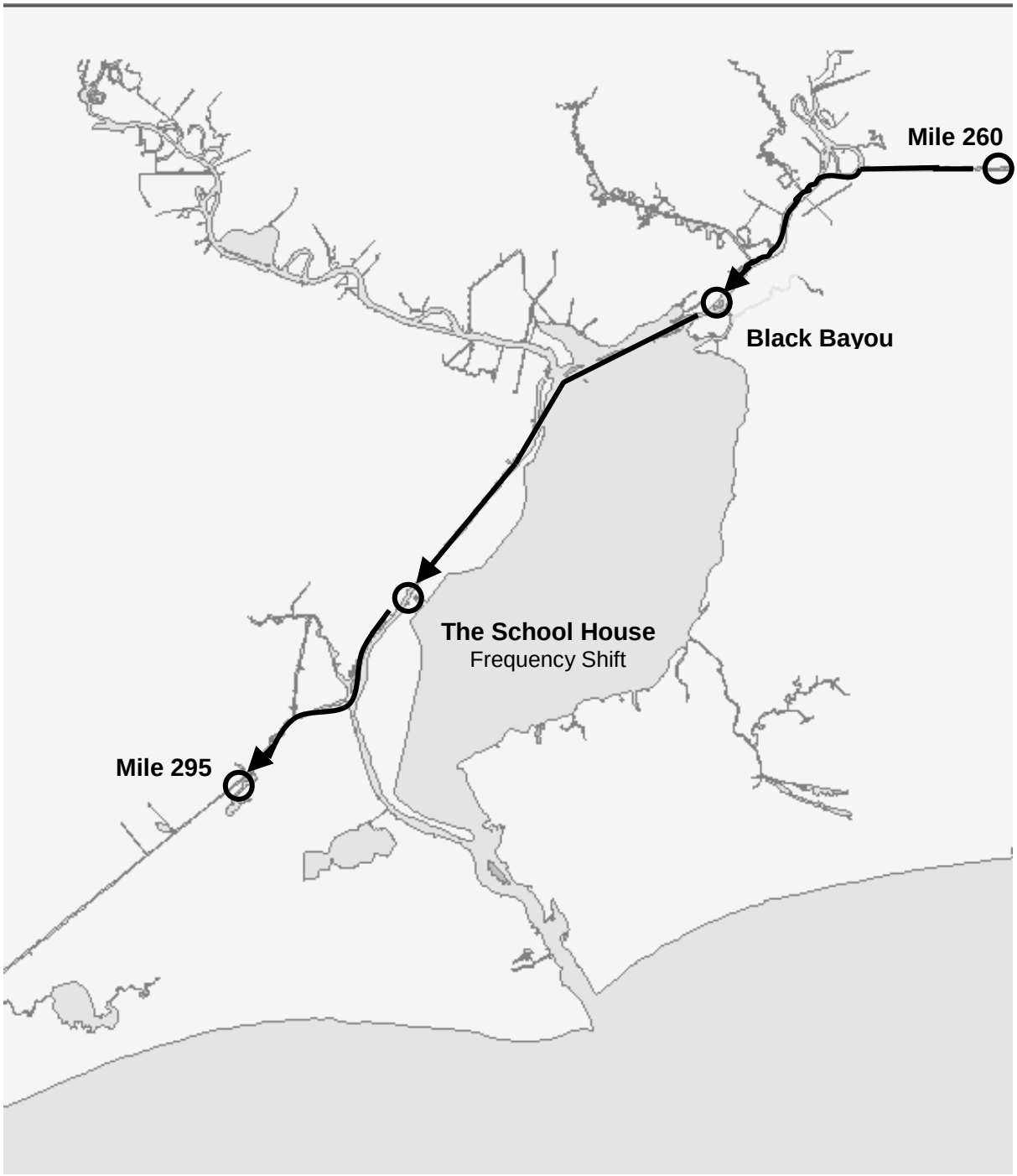
VTS Port Arthur Reporting Points
Outbound



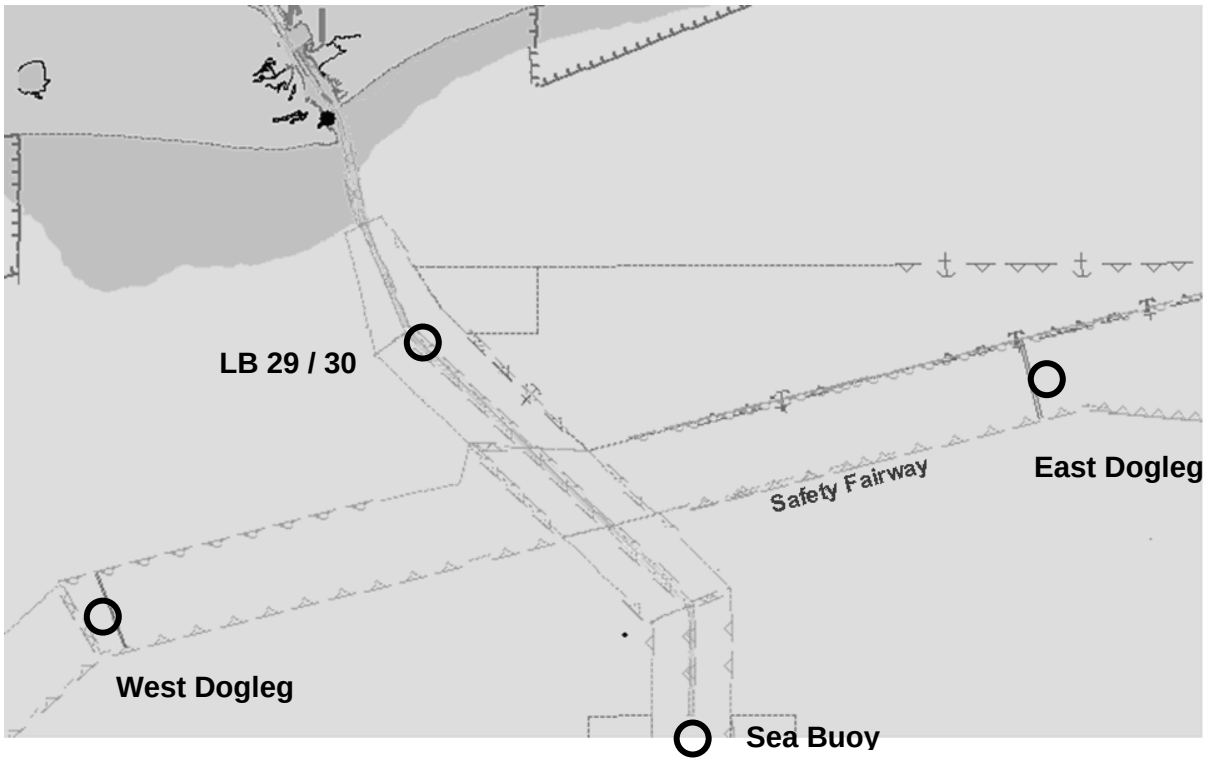
VTS Port Arthur Reporting Points
Eastbound (ICW)



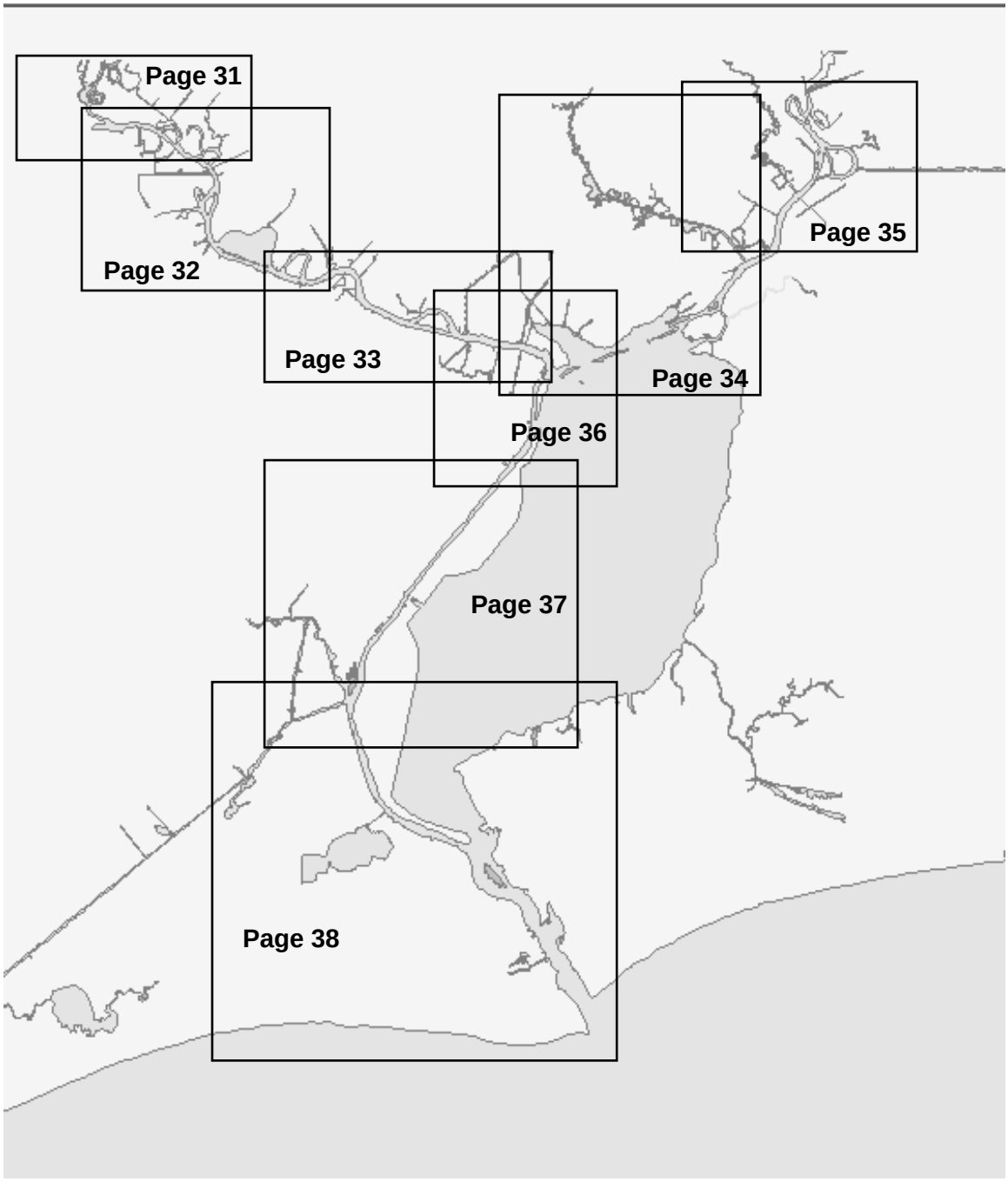
VTS Port Arthur Reporting Points
Westbound (ICW)

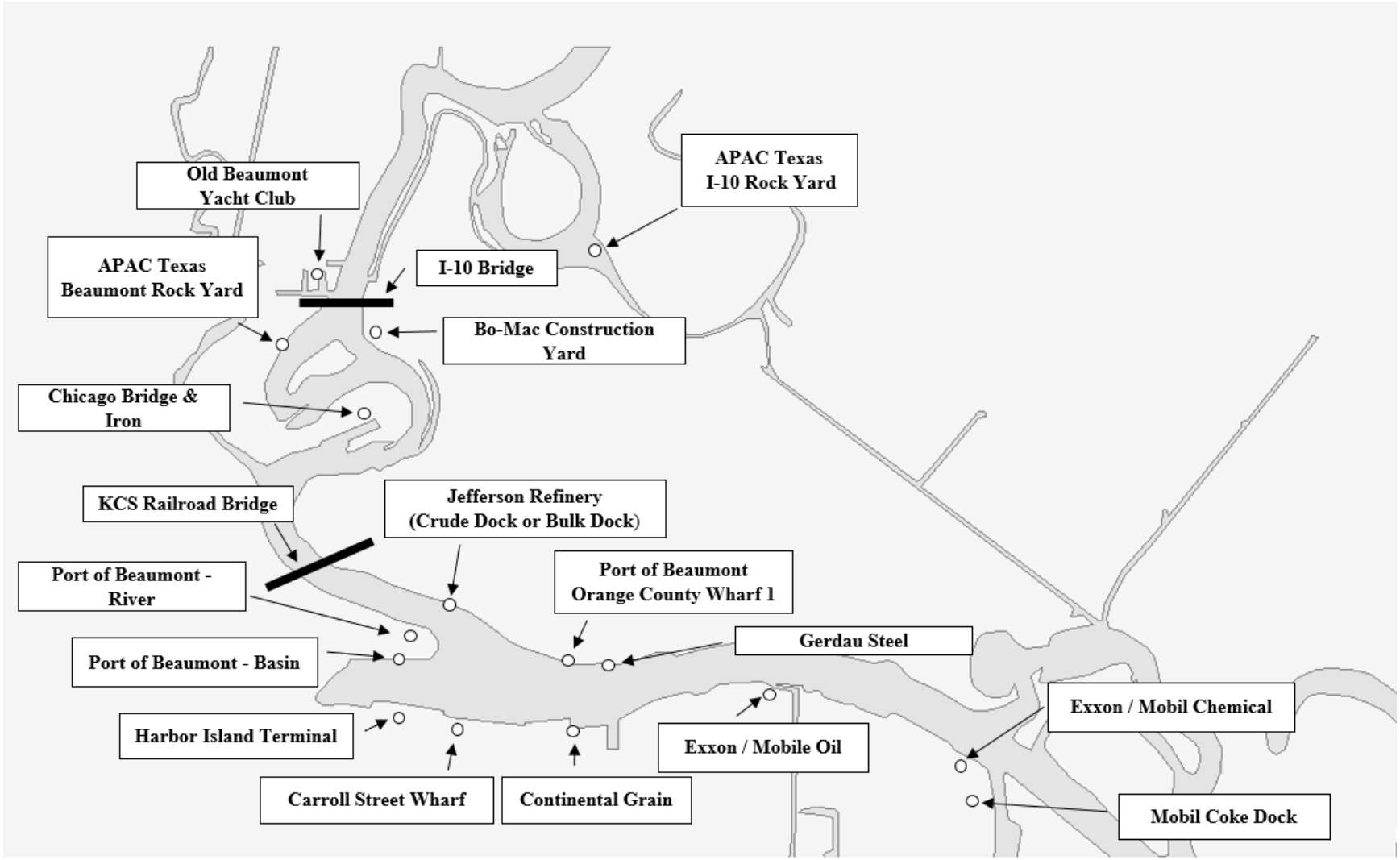


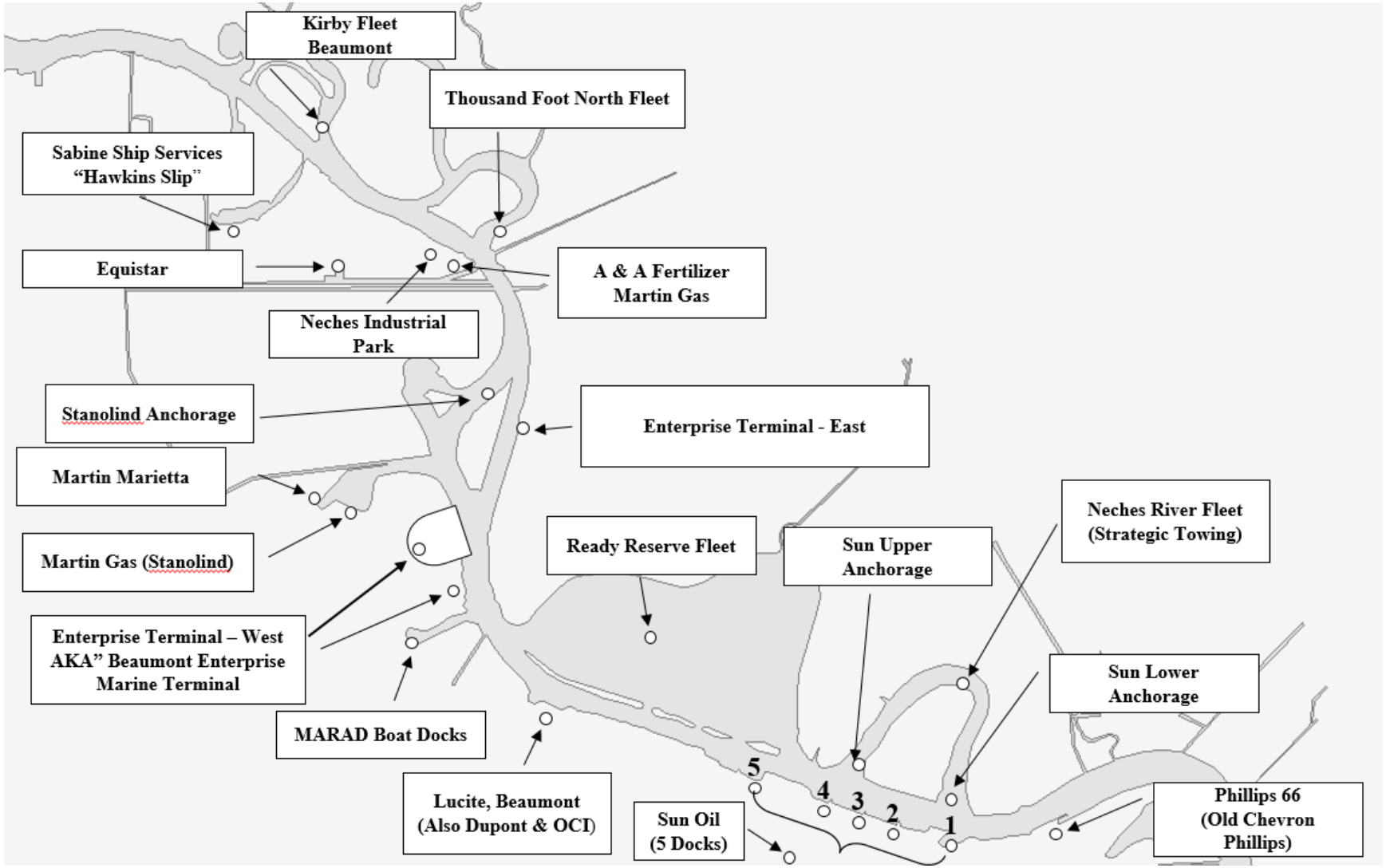
VTS Port Arthur Reporting Points
Offshore Safety Fairway
And
Sabine Bank Channel

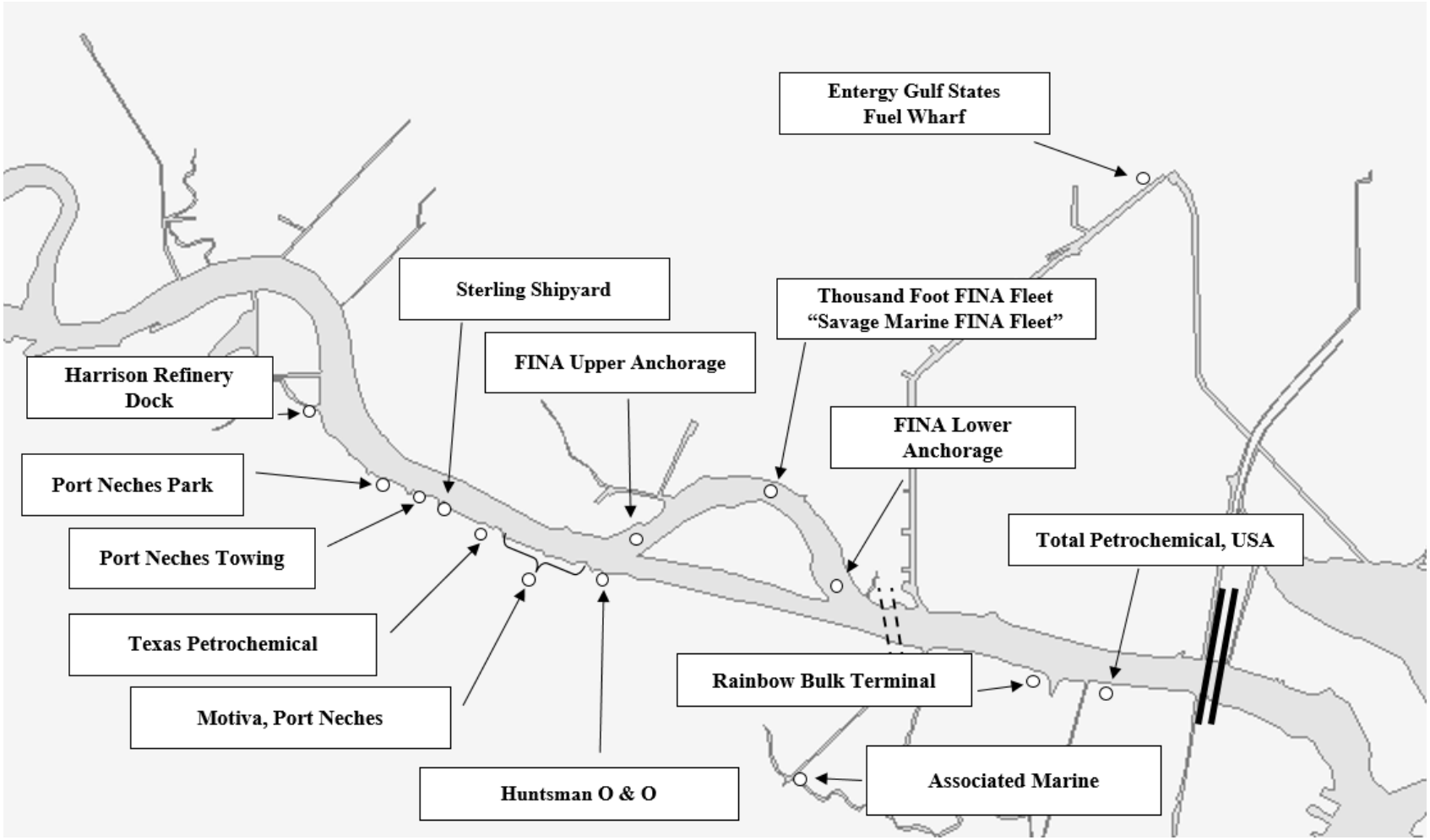


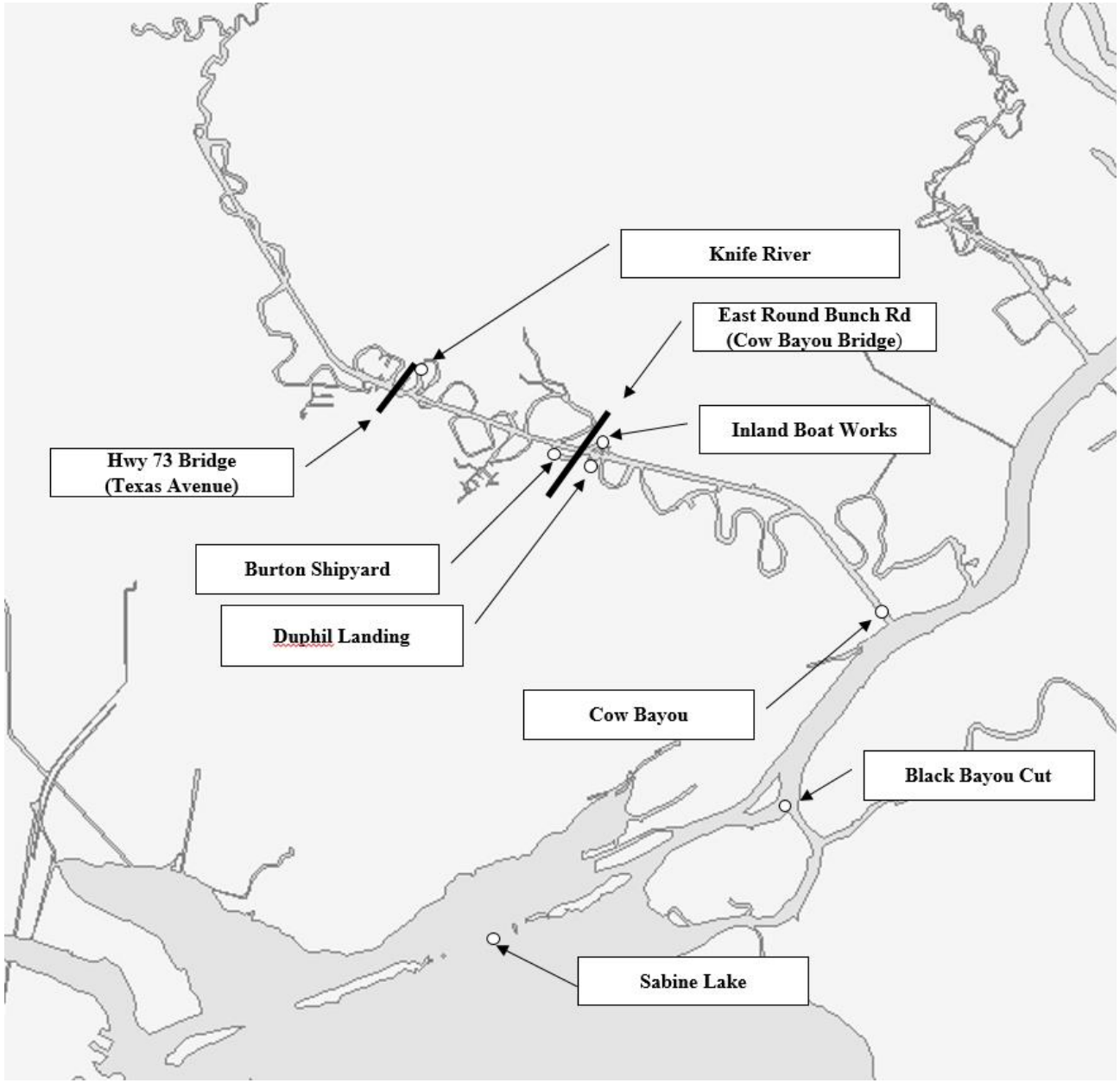
Appendix C
VTS Port Arthur Chartlets

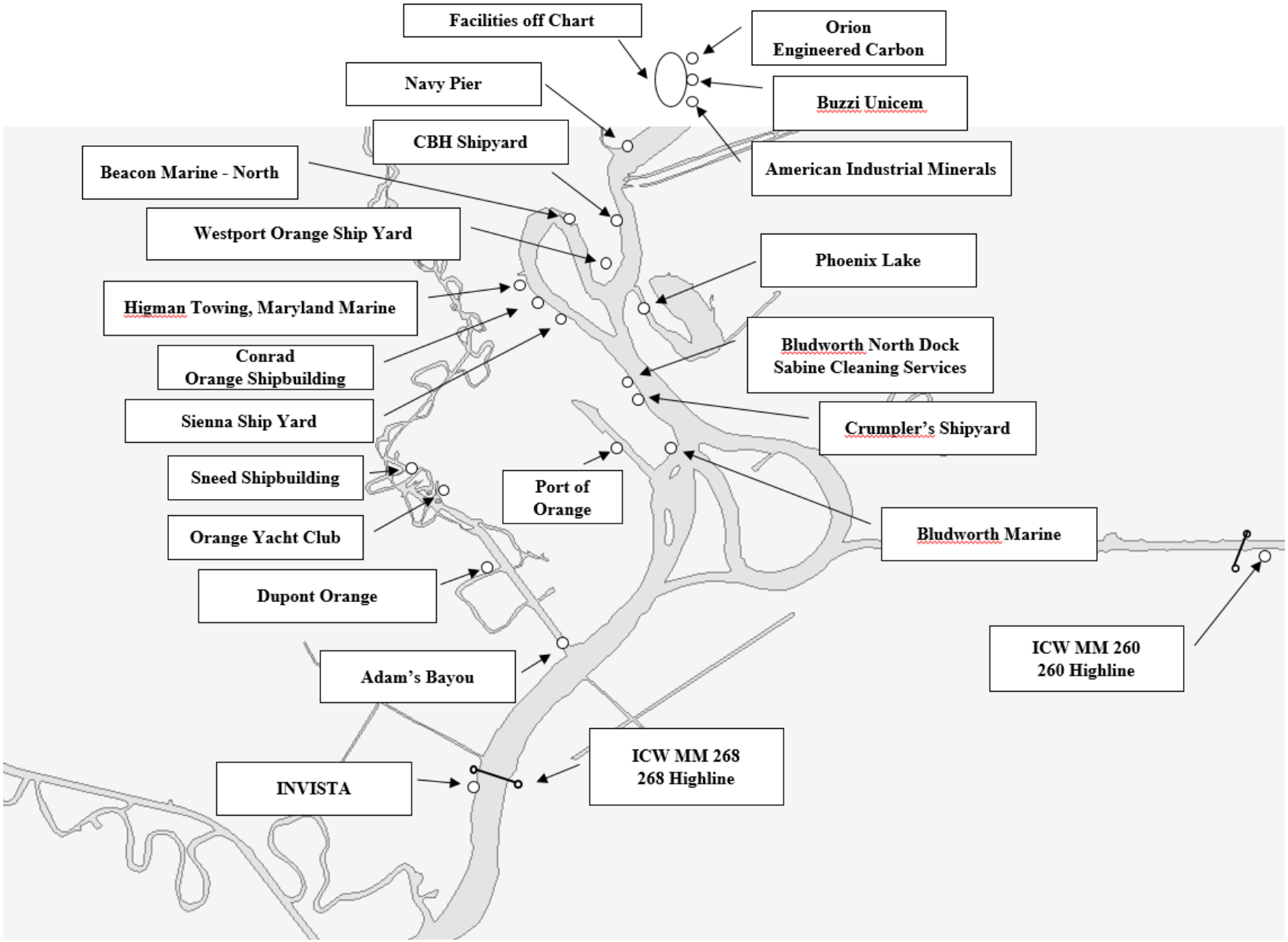


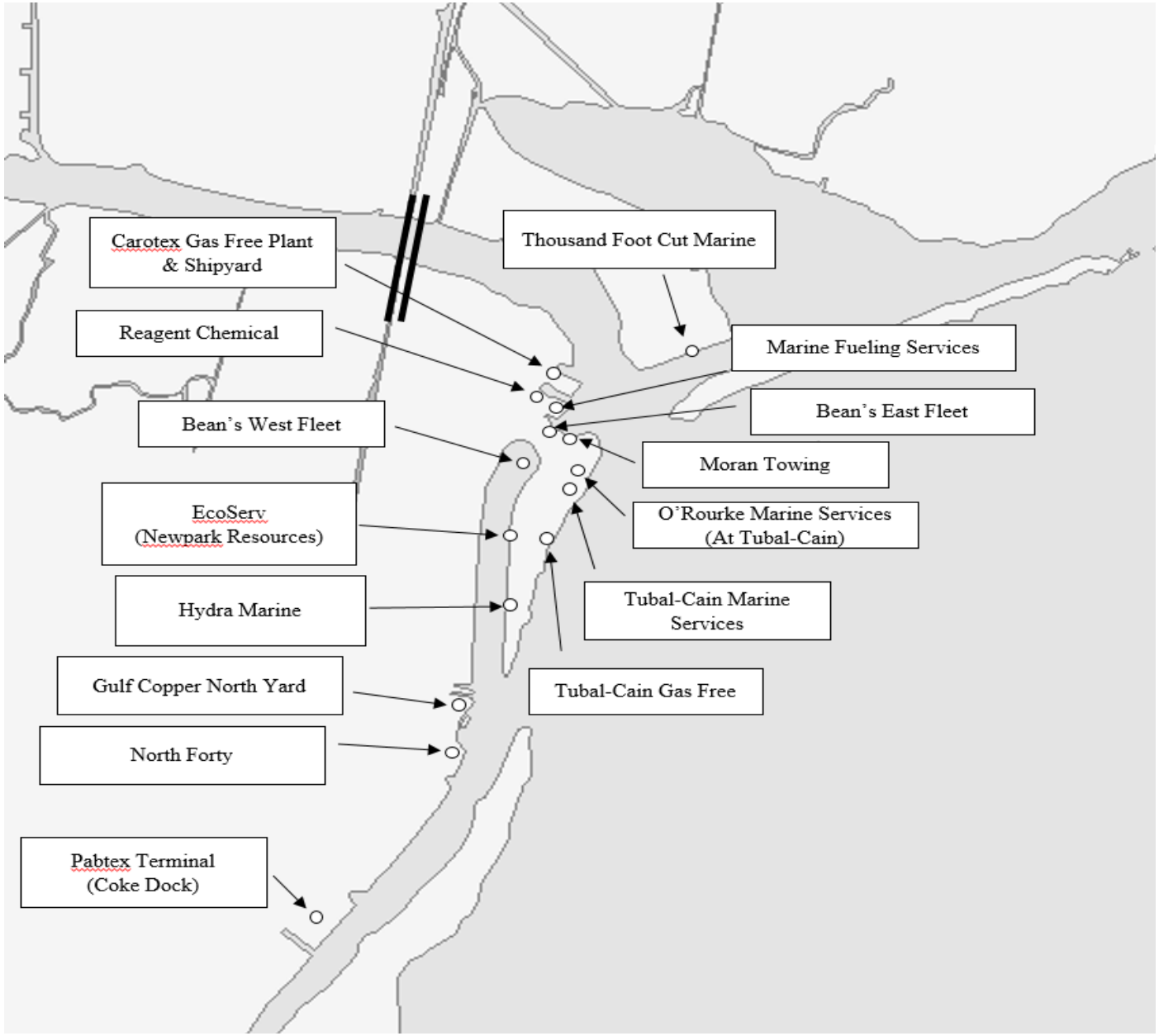

Old Beaumont Yacht Club
APAC Texas I-10 Rock Yard
APAC Texas Beaumont Rock Yard
I-10 Bridge
Bo-Mac Construction Yard
Chicago Bridge & Iron
KCS Railroad Bridge
Jefferson Refinery (Crude Dock or Bulk Dock)
Port of Beaumont - River
Port of Beaumont Orange County Wharf 1
Port of Beaumont - Basin
Gerdau Steel
Exxon / Mobil Chemical
Harbor Island Terminal
Exxon / Mobile Oil
Carroll Street Wharf
Continental Grain
Mobil Coke Dock

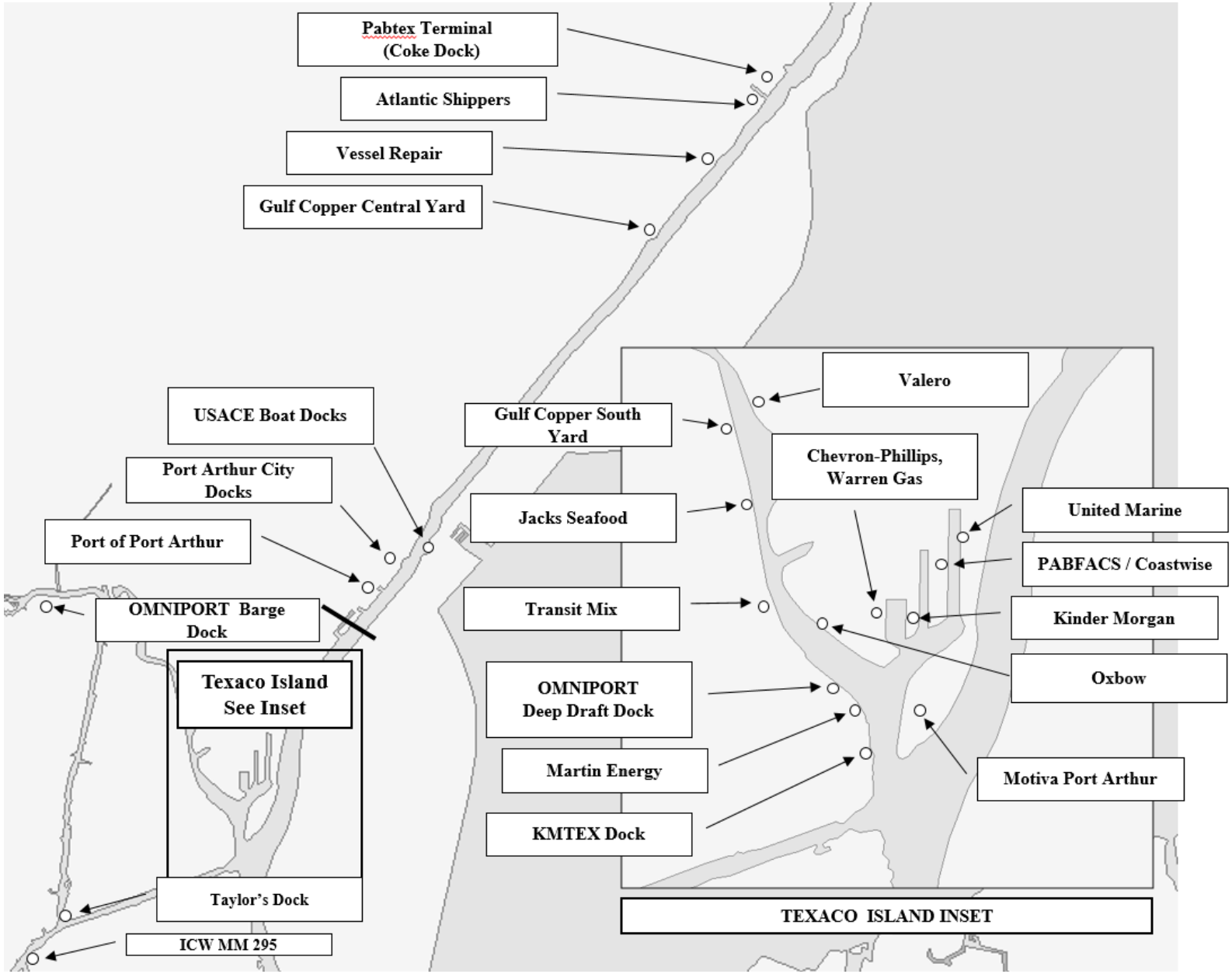

Kirby Fleet
Beaumont
Thousand Foot North Fleet
Sabine Ship Services
"Hawkins Slip"
Equistar
A & A Fertilizer
Martin Gas
Neches Industrial
Park
Stanolind Anchorage
Enterprise Terminal - East
Martin Marietta
Martin Gas (Stanolind)
Ready Reserve Fleet
Sun Upper
Anchorage
Neches River Fleet
(Strategic Towing)
Enterprise Terminal – West
AKA" Beaumont Enterprise
Marine Terminal
Sun Lower
Anchorage
MARAD Boat Docks
Lucite, Beaumont
(Also Dupont & OCI)
Sun Oil
(5 Docks)
5
4
3
2
1
Phillips 66
(Old Chevron
Phillips)

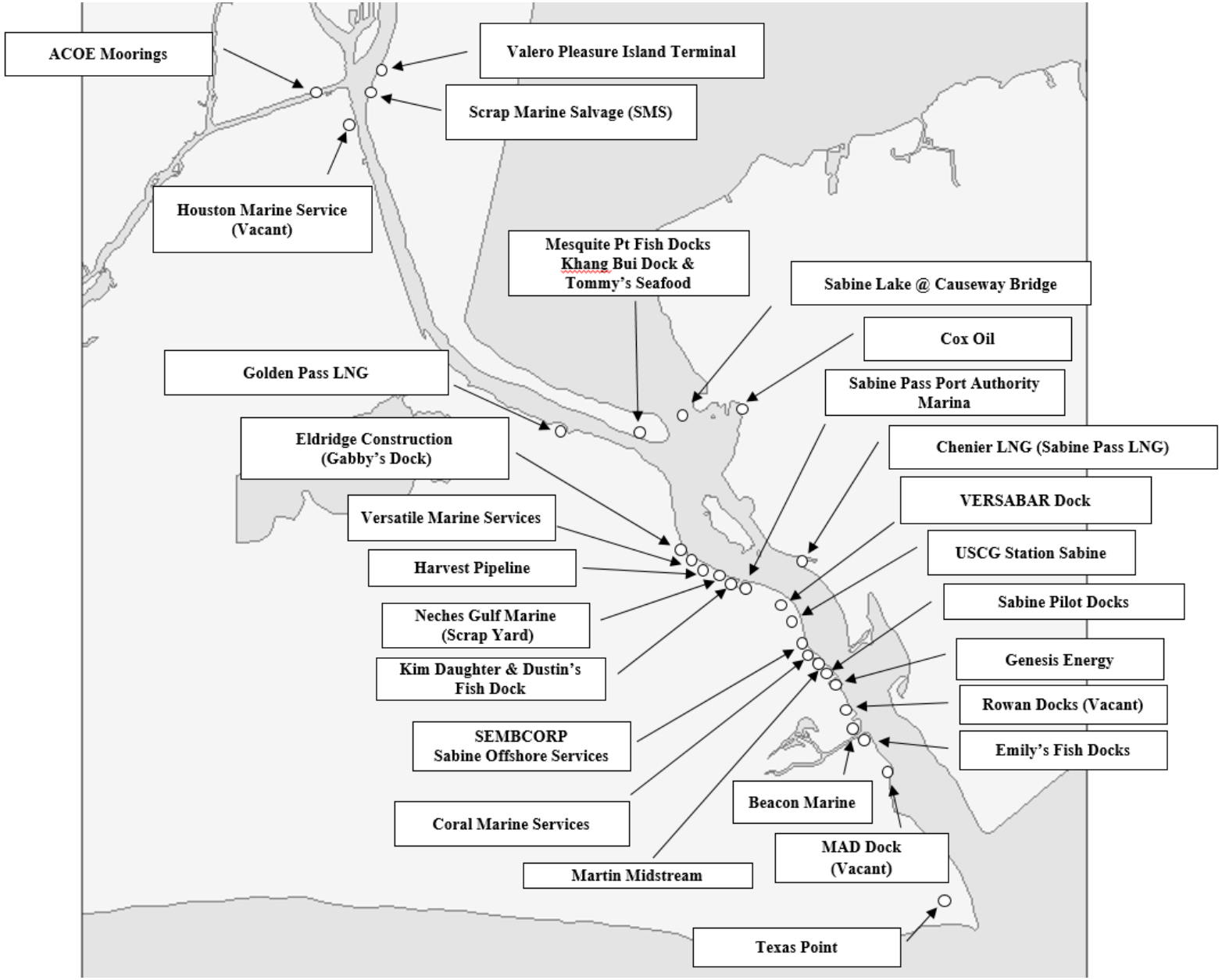

Entergy Gulf States
Fuel Wharf
Sterling Shipyard
Thousand Foot FINA Fleet
"Savage Marine FINA Fleet"
FINA Upper Anchorage
Harrison Refinery
Dock
FINA Lower
Anchorage
Port Neches Park
Total Petrochemical, USA
Port Neches Towing
Texas Petrochemical
Rainbow Bulk Terminal
Motiva, Port Neches
Associated Marine
Huntsman O & O


Knife River
East Round Bunch Rd
(Cow Bayou Bridge)
Inland Boat Works
Hwy 73 Bridge
(Texas Avenue)
Burton Shipyard
Duphil Landing
Cow Bayou
Black Bayou Cut
Sabine Lake


Facilities off Chart
Orion
Engineered Carbon
Navy Pier
Buzzi Unicem
CBH Shipyard
American Industrial Minerals
Beacon Marine - North
Westport Orange Ship Yard
Phoenix Lake
Higman Towing, Maryland Marine
Bludworth North Dock
Sabine Cleaning Services
Conrad
Orange Shipbuilding
Sienna Ship Yard
Crumpler's Shipyard
Sneed Shipbuilding
Port of
Orange
Bludworth Marine
Orange Yacht Club
Dupont Orange
ICW MM 260
260 Highline
Adam's Bayou
ICW MM 268
268 Highline
INVISTA


Carotex Gas Free Plant & Shipyard
Thousand Foot Cut Marine
Reagent Chemical
Marine Fueling Services
Bean's East Fleet
Bean's West Fleet
Moran Towing
EcoServ (Newpark Resources)
O'Rourke Marine Services (At Tubal-Cain)
Hydra Marine
Tubal-Cain Marine Services
Gulf Copper North Yard
Tubal-Cain Gas Free
North Forty
Pabtex Terminal (Coke Dock)


Pabtex Terminal
(Coke Dock)
Atlantic Shippers
Vessel Repair
Gulf Copper Central Yard
USACE Boat Docks
Port Arthur City
Docks
Port of Port Arthur
OMNIPORT Barge
Dock
Texaco Island
See Inset
Taylor's Dock
ICW MM 295
Gulf Copper South
Yard
Jacks Seafood
Transit Mix
OMNIPORT
Deep Draft Dock
Martin Energy
KMTEX Dock
Valero
Chevron-Phillips,
Warren Gas
United Marine
PABFACS / Coastwise
Kinder Morgan
Oxbow
Motiva Port Arthur
TEXACO ISLAND INSET


ACOE Moorings
Valero Pleasure Island Terminal
Scrap Marine Salvage (SMS)
Houston Marine Service (Vacant)
Mesquite Pt Fish Docks Khang Bui Dock & Tommy's Seafood
Sabine Lake @ Causeway Bridge
Cox Oil
Golden Pass LNG
Sabine Pass Port Authority Marina
Eldridge Construction (Gabby's Dock)
Chenier LNG (Sabine Pass LNG)
VERSABAR Dock
Versatile Marine Services
USCG Station Sabine
Harvest Pipeline
Sabine Pilot Docks
Neches Gulf Marine (Scrap Yard)
Genesis Energy
Kim Daughter & Dustin's Fish Dock
Rowan Docks (Vacant)
SEMBCORP Sabine Offshore Services
Emily's Fish Docks
Beacon Marine
Coral Marine Services
MAD Dock (Vacant)
Martin Midstream
Texas Point

Appendix D

Automatic Identification System (AIS) Operation

Definition

AIS means a maritime navigation safety communications system standardized by the International Telecommunication Union (ITU), adopted by the International Maritime Organization (IMO), that—

(1) Provides vessel information, including the vessel's identity, type, position, course, speed, navigational status and other safety-related information automatically to appropriately equipped shore stations, other ships, and aircraft;
(2) Receives automatically such information from similarly fitted ships; monitors, and tracks ships; and
(3) Exchanges data with shore-based facilities

AIS Operation

The AIS, once activated, will continuously and autonomously broadcast the vessel's position and all the static and dynamic information as required by the IMO performance standards. However, while the vessel's speed and rate of turn maneuvers will automatically determine the update rate, there remains a need for the Master or an authorized person to manually input, at the start of the voyage and whenever changes occur, the following "voyage related data":

- ship's draft;
- type of hazardous cargo (most significant hazard carried);
- destination and ETA (at master's discretion);
- the correct and actual navigational status; and
- Optional Voyage related data:
- Air draft (maximum height of vessel above water level

Purpose

Vessels operators must ensure that AIS equipment is transmitting accurate information. Inaccurate or invalid information may be cause for the Captain of the Port to delay a vessels transit through the VTS Area. This appendix is intended to assist vessel operators in verifying accurate data transmission.

AIS Data

There are four specific types of information that AIS equipment (Class A) transmits:

- **Static Data** – "Static" information is entered into the AIS on installation and need only be changed if the ship changes its name/call sign or undergoes a major conversion from one ship type to another.

- **Voyage Related Information** - "Voyage related" information is manually entered prior to each voyage and upon changes.

- **Dynamic Data** - "Dynamic" information is automatically updated from the ship sensors connected to AIS (e.g. GPS, gyro, rate of turn indicator).

- **Short Safety Related Messages**

AIS equipment transmits the following data:

Static Data	**Dynamic Data**
• Maritime Mobile Service Identity (MMSI) • International Maritime Organization (IMO) Number • Call Sign • Vessel Name • Vessel Length & Beam derives from Location of the Position-fixing Antenna • Type of Ship	• Latitude and Longitude • Position Accuracy (+/-10m) • Universal Time Coordinated (UTC) • Course (COG) • Speed (SOG) • Heading • Rate Of Turn • Navigation Status
Voyage Related Data	**Short Safety Related Text Messages**
• Static Draft • Hazardous Cargo Onboard (Yes/No) • Estimated Time of Arrival (ETA) • Destination	• Up to 156 character message as required for safety

Automatic Identification System (AIS) (Continued)

CAUTION
NOT ALL SHIPS CARRY AIS

Vessel masters should always be aware that other ships and, in particular, pleasure craft, fishing boats and warships, might not be fitted with AIS. The operator should always be aware that AIS fitted on other ships as a mandatory carriage requirement, may, under certain circumstances, be switched off based on the Master's professional judgment.

Automatic Identification System (AIS) Frequently Asked Questions

Q. Which vessels must have AIS installed and use AIS in the VTS Port Arthur Area?

A.

- Power-driven vessels 20 meter in length or longer.
- Tugs 26 feet or longer which are 600 horsepower or more.
- Passenger vessels certificated to carry 150 or more passengers.
- Vessels on international voyages of 300 gross tons or more.
- Passenger vessels of 150 gross tons or more on international voyages.
- Tank vessels on international voyages.

Q. What will happen if I am required to have AIS but do not have AIS (or a valid MMSI) installed and operating?

A. AIS will be treated like any other navigation safety related equipment (i.e., radar). As with any other navigation safety equipment deficiency, you may not be allowed to get underway or to leave port until AIS is operating properly.

Q. What do I do if my AIS unit suddenly stops working?

A. Report the problem to VTC ASAP and record in the ship's official log, the AIS operational interruption and the reason for the interruption, and then wait for instructions from VTC. Vessels without properly operating AIS may be issued a Captain of the Port Order that restricts them from entering, departing or transiting the area.

Automatic Identification System (AIS)
Frequently Asked Questions

Q. Before getting underway, what data should I enter into my AIS?

A. Enter AIS data related to your voyage immediately before making your Sailing Plan Report to VTC. If you are not required to make a Sailing Plan report to VTC, enter your voyage data just before getting underway.

Unless otherwise specified, AIS data fields should not be left blank. Pay special attention to the following AIS data fields:

1. Draft: Enter the vessel static draft. Draft is entered in metric units. If draft changes while docked or anchored, update this information.
2. Navigational Status: Set your navigational status so as to reflect your status for purposes of the Navigation Rules of the Road.
3. ETA: Estimated time of arrival should refer to your estimated time of arrival to the facility, offshore anchorage or next port of call
4. Destination:
5. Type of Ship and Hazardous Cargo: Select the one that most accurately describes your vessel. It is requested that sea going towing vessels use TUGS.

Q. Is the Sabine pilot responsible for entering AIS data into the ships' AIS unit?

A. It is the responsibility of the vessel and all on board to ensure the AIS is operating properly and remains accurate and up-to-date. Personnel should always be vigilant that their AIS reflects the navigational condition of the vessel and is updated upon receiving information provided by the pilot, such as dock, ETA, etc.

Automatic Identification System (AIS)
Frequently Asked Questions

Q. Am I required to make voice radio reports to VTS Port Arthur after I install AIS on my vessel?

A. YES, with the exception of Position Reports.

If you have AIS and if the AIS is properly operating, you do not need to make Position Reports unless directed to do so by VTC (refer to 33 CFR 161.20 and 33 CFR 161.21).

With AIS, you must still make Sailing Plan Reports (refer to 33 CFR 161.19), Sailing Plan Deviation Reports (refer to 33 CFR 161.18(d)(1)), and Final Reports (refer to 33 CFR 161.22) as required.

Q. What is an MMSI?

A. MMSI stands for Maritime Mobile Service Identity. It is a 9 digit unique number issued by competent authorities--in the U.S. by the FCC--used to identify a maritime radio station; similar to a telephone number. All appropriate radio equipment on board a ship, such as AIS, Digital Selective Call radios, EPIRBS, satellite terminals, must use the same MMSI.

Q. Does my AIS unit come from the manufacture with an MMSI?

A. **No!** Every U.S. vessel must obtain a unique MMSI from the FCC**.** If you are recreational boater who operates only within U.S. waters, you can obtain an MMSI from these FCC authorized MMSI providers:
BOATUS: http://www.boatus.com/mmsi/
Sea Tow: https://www.seatow.com/tools-and-education/mmsi
Shine Micro : https://www.shinemicro.com/mmsi-request/

Q. Where can I get more information about AIS and MMSI numbers?

A. The Coast Guard Navigation Center website has useful information (https://www.navcen.uscg.gov/?pageName=AISmain). VTS Port Arthur will gladly assist in determining if transmitted AIS data is valid.

Appendix E

Certain Dangerous Cargo

Certain Dangerous Cargo (CDC) includes explosives and blasting agents, poisonous gas in excess of one metric ton per vessel and poisonous material in excess of 20 metric tons per vessel, certain oxidizing materials, radioactive and fissile material, bulk liquefied chlorine, and bulk liquefied gas that is toxic and/or flammable. (Source: 33 CFR 160.204)

1. Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.

2. Division 1.5D blasting agents for which a permit is required under 49 CFR 176.415 or, for which a permit is required as a condition of a Research and Special Programs Administration exemption.

3. Division 2.3 ``poisonous gas'', as listed in 49 CFR 172.101 that is also a ``material poisonous by inhalation'' as defined in 49 CFR 171.8, and that is in a quantity in excess of 1 metric ton per vessel.

4. Division 5.1 oxidizing materials for which a permit is required under 49 CFR 176.415 or for which a permit is required as a condition of a Research and Special Programs Administration exemption.

5. A liquid material that has a primary or subsidiary classification of Division 6.1 ``poisonous material'' as listed in 49 CFR 172.101 that is also a ``material poisonous by inhalation,'' as defined in 49 CFR 171.8 and that is in a bulk packaging, or that is in a quantity in excess of 20 metric tons per vessel when not in a bulk packaging.

6. Class 7, ``highway route controlled quantity'' radioactive material or ``fissile material, controlled shipment,'' as defined in 49 CFR 173.403.

7. Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

8. The following bulk liquids:

Acetone cyanohydrin	Ethylene chlorohydrin
Allyl alcohol	Ethylene dibromide
Chlorosulfonic acid	Methacrylonitrile
Crotonaldehyde	Oleum (fuming sulfuric acid)

Certain Dangerous Cargo (cont'd)

Quick Reference Guide to CDC Cargo

CARGO NAME	ID NUMBER	TYPE
Acetaldehyde	UN1089	Liquefied Gas
Ammonia, anhydrous	UN1005	Liquefied Gas
Butadiene	UN1010	Liquefied Gas
Butane	UN1011	Liquefied Gas
Butylene	UN1012	Liquefied Gas
Chlorine	UN1017	Liquefied Gas
Dimethylamine	UN1032	Liquefied Gas
Ethane	UN1961	Liquefied Gas
Ethyl chloride	UN1037	Liquefied Gas
Ethylamine	UN1036	Liquefied Gas
Ethylene	UN1038	Liquefied Gas
Ethylene oxide	UN1040	Liquefied Gas
Methane (LNG)	UN1972	Liquefied Gas
Methyl acetylene-propadiene mixture	UN1060	Liquefied Gas
Methyl bromide	UN1062	Liquefied Gas
Methyl chloride	UN1063	Liquefied Gas
Propane	UN1978	Liquefied Gas
Propylene	UN1077	Liquefied Gas
Sulfur dioxide	UN1079	Liquefied Gas
Vinyl chloride	UN1086	Liquefied Gas
Acetone cyanohydrin	UN1541	Liquid
Allyl alcohol	UN1098	Liquid
Chlorosulfonic acid	UN1754	Liquid
Crotonaldehyde	UN1143	Liquid
Ethylene chlorohydrin	UN1135	Liquid
Ethylene dibromide	UN1605	Liquid
Methacrylonitrile	UN3079	Liquid
Oleum (fuming sulfuric acid)	UN1831	Liquid
Propylene oxide		Liquid
Amonium Nitrate		Bulk Solid

Appendix F

Code of Federal Regulations

33 CFR 26—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

The Vessel Bridge-to-Bridge Radiotelephone Act is applicable on navigable waters of the United States inside of the boundary lines established in 46 CFR 7. In all cases, the Act applies on waters subject to the Inland Navigation Rules. In some instances, the Act may apply all the way out to the three mile limit, depending on where the boundary lines are located. In no instance does the Act apply beyond the three mile limit.

Contents

Authority: 14 U.S.C. 2, 33 U.S.C. 1201-1208; Pub. L. 107-295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170. Rule 1, International Regulations for the Prevention of Collisions at Sea.

Source: CGD 71-114R, 37 FR 12720, June 28, 1972, unless otherwise noted.

Sec. 26.01 Purpose

(a) The purpose of this part is to implement the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. This part:

(1) Requires the use of the vessel bridge-to-bridge radiotelephone;
(2) Provides the Coast Guard's interpretation of the meaning of important terms in the Act;
(3) Prescribes the procedures for applying for an exemption from the Act and the regulations issued under the Act and a listing of exemptions.

(b) Nothing in this part relieves any person from the obligation of complying with the rules of the road and the applicable pilot rules.

Sec. 26.02 Definitions

For the purpose of this part and interpreting the Act:

Secretary means the Secretary of the Department in which the Coast Guard is operating;

Act means the "Vessel Bridge-to-Bridge Radiotelephone Act", 33 U.S.C. Sections 1201-1208;

Length is measured from end to end over the deck excluding sheer;

Power-driven vessel means any vessel propelled by machinery; and

Towing vessel means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

Vessel Traffic Services (VTS) means a service implemented under part 161 of this chapter by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

Vessel Traffic Service Area or VTS Area means the geographical area encompassing a specific VTS area of service as described in Part 161 of this chapter. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.
(Rule 1, International Regulations for Preventing collisions at sea, 1972 (as rectified); EO 11964 (14 U.S.C. 2); 49 CFR 1.46(b)) [CGD 71-114R, 37 FR 12720, June 28, 1972, as amended by CGD 77-118a, 42 FR 35784, July 11, 1977; CGD 90-020, 59 FR 36313, July 15, 1994; USCG-2001-9044, 68 FR 42601, July 18, 2003].

Sec. 26.03 Radiotelephone required

(a) Unless an exemption is granted under 26.09 and except as provided in paragraph (a)(4) of this section, this part applies to:

(1) Every power-driven vessel of 20 meters or over in length while navigating;
(2) Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(3) Every towing vessel of 26 feet or over in length while navigating; and
(4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels except for an unmanned or intermittently manned floating plant under the control of a dredge.

(b) Every vessel, dredge, or floating plant described in paragraph (a) of this section must have a radiotelephone on board capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156-162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission for the exchange of navigational information.

(c) The radiotelephone required by paragraph (b) of this section must be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States.

(d) The radiotelephone required by paragraph (b) of this section must be capable of transmitting and receiving on VHF FM channel 22A (157.1 MHz).

(e) While transiting any of the following waters, each vessel described in paragraph (a) of this section also must have on board a radiotelephone capable of transmitting and receiving on VHF FM channel 67 (156.375 MHz):

(1) The lower Mississippi River from the territorial sea boundary, and within either the Southwest Pass safety fairway or the South Pass safety fairway specified in 33 CFR 166.200, to mile 242.4 AHP (Above Head of Passes) near Baton Rouge;
(2) The Mississippi River-Gulf Outlet from the territorial sea boundary, and within the Mississippi River-Gulf Outlet safety fairway specified in 33 CFR 166.200, to that channel's junction with the Inner Harbor Navigation Canal; and
(3) The full length of the Inner Harbor Navigation Canal from its junction with the Mississippi River to that canal's entry to Lake Pontchartrain at the New Seabrook vehicular bridge.

(f) In addition to the radiotelephone required by paragraph (b) of this section, each vessel described in paragraph (a) of this section while transiting any waters within a Vessel Traffic Service Area, must have on board a radiotelephone capable of transmitting and receiving on the VTS designated frequency in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Note: A single VHF-FM radio capable of scanning or sequential monitoring (often referred to as "dual watch" capability) will not meet the requirements for two radios.

Sec. 26.04 Use of the designated frequency

(a) No person may use the frequency designated by the Federal Communications Commission under section 8 of the Act, 33 U.S.C. 1207(a), to transmit any information other than information necessary for the safe navigation of vessels or necessary tests.

(b) Each person who is required to maintain a listening watch under section 5 of the Act shall, when necessary, transmit and confirm, on the designated frequency, the intentions of his vessel and any other information necessary for the safe navigation of vessels.

(c) Nothing in these regulations may be construed as prohibiting the use of the designated frequency to communicate with shore stations to obtain or furnish information necessary for the safe navigation of vessels.

(d) On the navigable waters of the United States, channel 13 (156.65 MHz) is the designated frequency required to be monitored in accordance with section 26.05(a) except that in the area prescribed in section 26.03(e), channel 67 (156.375 MHz) is the designated frequency.

(e) On those navigable waters of the United States within a VTS area, the designated VTS frequency is the designated frequency required to be monitored in accordance with §26.05. Note: As stated in 47 CFR 80.148(b), a VHF watch on Channel 16 (156.800MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

Sec. 26.05 Use of radiotelephone

Section 5 of the Act states: (a) The radiotelephone required by this Act is for the exclusive use of the master or person in charge of the vessel, or the person designated by the master or person in charge to pilot or direct the movement of the vessel, who shall maintain a listening watch on the designated frequency. Nothing herein shall be interpreted as precluding the use of portable radiotelephone equipment to satisfy the requirements of this Act.

Sec. 26.06 Maintenance of radiotelephone, failure of radiotelephone

Section 6 of the Act states: (a) Whenever radiotelephone capability is required by this Act, a vessel's radiotelephone equipment shall be maintained in effective operating condition. If the radiotelephone equipment carried aboard a vessel ceases to operate, the master shall exercise due diligence to restore it or cause it to be restored to effective operating condition at the earliest practicable time. The failure of a vessel's radiotelephone equipment shall not, in itself, constitute a violation of this Act, nor shall it obligate the master of any vessel to moor or anchor his vessel; however, the loss of radiotelephone capability shall be given consideration in the navigation of the vessel.

Sec. 26.07 Communications

No person may use the services of, and no person may serve as, a person required to maintain a listening watch under section 5 of the Act, 33 U.S.C. 1204, unless the person can communicate in the English language. [CGD 90-020, 59 FR 36316, July 15, 1994]

Sec. 26.08 Exemption procedures

(a) The Commandant has redelegated to the Assistant Commandant for Marine

Safety, Security and Environmental Protection, U.S. Coast Guard Headquarters, with the reservation that this authority shall not be further redelegated, the authority to grant exemptions from provisions of the Vessel Bridge-to-Bridge Radiotelephone Act and this part.

(b) Any person may petition for an exemption from any provision of the Act or this part;

(c) Each petition must be submitted in writing to Commandant (CG-DCO-D), Attn: Deputy for Operations Policy and Capabilities, U.S. Coast Guard Stop 7318, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7318, and must state :

(1) The provisions of the Act or this part from which an exemption is requested; and
(2) The reasons why marine navigation will not be adversely affected if the exemption is granted and if the exemption relates to a local communication system how that system would fully comply with the intent of the concept of the Act but would not conform in detail if the exemption is granted.

Sec. 26.09 List of exemptions

(a) All vessels navigating on those waters governed by the navigation rules for the Great Lakes and their connecting and tributary waters (33 U.S.C. 241 et seq.) are exempt from the requirements of the Vessel Bridge-to-Bridge Radiotelephone Act and this part until May 6, 1975

(b) Each vessel navigating on the Great Lakes as defined in the Inland Navigational Rules Act of 1980 (33 U.S.C. 2001 et seq.) and to which the Vessel Bridge-to-Bridge Radiotelephone Act (33 U.S.C. 1201-1208) applies is exempt from the requirements in 33 U.S.C. 1203, 1204, and 1205 and the regulations under sections 26.03, 26.04, 26.05, 26.06, and 26.07. Each of these vessels and each person to whom 33 U.S.C. 1208(a) applies must comply with Articles VII, X, XI, XII, XIII, XV, and XVI and Technical Regulations 1-9 of "The Agreement Between the United States of America and Canada for Promotion of Safety on the Great Lakes by means of Radio, 1973."

Appendix G

Code of Federal Regulations

33 CFR 161—VESSEL TRAFFIC MANAGEMENT

Contents

Authority: 33 U.S.C. 1223, 1231; 46 U.S.C. 70114, 70117; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

Source: CGD 90–020, 59 FR 36324, July 15, 1994, unless otherwise noted.

§ 161.1 Purpose and Intent

(a) The purpose of this part is to promulgate regulations implementing and enforcing certain sections of the Ports and Waterways Safety Act (PWSA) setting up a national system of Vessel Traffic Services that will enhance navigation, vessel safety, and marine environmental protection, and promote safe vessel movement by reducing the potential for collisions, rammings, and groundings, and the loss of lives and property associated with these incidents within VTS areas established hereunder.

(b) Vessel Traffic Services provide the mariner with information related to the safe navigation of a waterway. This information, coupled with the mariner's compliance with the provisions set forth in this part, enhances the safe routing of vessels through congested waterways or waterways of particular hazard. Under certain circumstances, a VTS may issue directions to control the movement of vessels in order to minimize the risk of collision between vessels, or damage to property or the environment.

(c) The owner, operator, charterer, master, or person directing the movement of a vessel remains at all times responsible for the manner in which the vessel is operated and maneuvered, and is responsible for the safe navigation of the vessel under all circumstances. Compliance with these rules or with a direction of the VTS is at all times contingent upon the exigencies of safe navigation.

(d) Nothing in this part is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any neglect to comply with this part or any other applicable law or regulation (e.g., the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules) or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

§ 161.2 Definitions

For the purposes of this part:

Hazardous Vessel Operating Condition means any condition related to a vessel's ability to safely navigate or maneuver, and includes, but is not limited to:

(1) The absence or malfunction of vessel operating equipment, such as propulsion machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid (ARPA), radiotelephone, Automatic Identification System equipment, navigational lighting, sound signaling devices or similar equipment.
(2) Any condition on board the vessel likely to impair navigation, such as lack of current nautical charts and publications, personnel shortage, or similar condition.
(3) Vessel characteristics that affect or restrict maneuverability, such as cargo or tow arrangement, trim, loaded condition, underkeel or overhead clearance, speed capability, power availability, or similar characteristics, which may affect the positive control or safe handling of the vessel or the tow.

Navigable waters means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.

Precautionary Area means a routing measure comprising an area within defined limits where vessels must navigate with particular caution and within which the direction of traffic may be recommended.

Towing Vessel means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Vessel Movement Reporting System *(VMRS) User* means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.

Vessel Traffic Center (VTC) means the shore-based facility that operates the vessel traffic service for the Vessel Traffic Service area or sector within such an area.

Vessel Traffic Services (VTS) means a service implemented by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

Vessel Traffic Service Area **or VTS Area** means the geographical area encompassing a specific VTS area of service. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

Note: Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

VTS Special Area means a waterway within a VTS area in which special operating requirements apply.

VTS User means a vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel that is:

(a) Subject to the Vessel Bridge-to-Bridge Radiotelephone Act; or
(b) Required to participate in a VMRS within a VTS area (VMRS User).
(c) Equipped with a required Coast guard type-approved Automatic Identification System (AIS)

VTS User's Manual means the manual established and distributed by the VTS to provide the mariner with a description of the services offered and rules in force for that VTS. Additionally, the manual may include chartlets showing the area and sector boundaries, general navigational information about the area, and procedures, radio frequencies, reporting provisions and other information which may assist the mariner while in the VTS area.

§ 161.3 Applicability.

The provisions of this subpart shall apply to each VTS User and may also apply to any vessel while underway or at anchor on the navigable waters of the United States within a VTS area, to the extent the VTS considers necessary.

§ 161.4 Requirement to carry the rules.

Each VTS User shall carry on board and maintain for ready reference a copy of these rules.

Note: These rules are contained in the applicable U.S. Coast Pilot, the VTS User's Manual which may be obtained by contacting the appropriate VTS, and periodically published in the Local Notice to Mariners. The VTS User's Manual and the World VTS Guide, an International Maritime Organization (IMO) recognized publication, contain additional information which may assist the prudent mariner while in the appropriate VTS area.

§ 161.5 Deviations from the rules.

(a) Requests to deviate from any provision in this part, either for an extended period of time or if anticipated before the start of a transit, must be submitted in writing to the appropriate District Commander. Upon receipt of the written request, the District Commander may authorize a deviation if it is determined that such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances. An application for an authorized deviation must state the need and fully describe the proposed alternative to the required measure.

(b) Requests to deviate from any provision in this part due to circumstances that develop during a transit or immediately preceding a transit may be made verbally to the appropriate Vessel Traffic Center (VTC). Requests to deviate shall be made as far in advance as practicable. Upon receipt of the request, the VTC may authorize a deviation if it is determined that, based on vessel handling characteristics, traffic density, radar contacts, environmental conditions and other relevant information, such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances.

Services, VTS Measures, and Operating Requirements

§ 161.10 Services.

To enhance navigation and vessel safety, and to protect the marine environment, a VTS may issue advisories, or respond to vessel requests for information, on reported conditions within the VTS area, such as:

(a) Hazardous conditions or circumstances;
(b) Vessel congestion;
(c) Traffic density;
(d) Environmental conditions;
(e) Aids to navigation status;
(f) Anticipated vessel encounters;
(g) Another vessel's name, type, position, hazardous vessel operating conditions, if applicable, and intended navigation movements, as reported;
(h) Temporary measures in effect;
(1) A description of local harbor operations and conditions, such as ferry routes, dredging, and so forth;
(2) Anchorage availability; or
(3) Other information or special circumstances.

§ 161.11 VTS measures.

(a) A VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment, such as, but not limited to:

(1) Designating temporary reporting points and procedures;

(2) Imposing vessel operating requirements; or
(3) Establishing vessel traffic routing schemes.

(b) During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within a VTS area.

§ 161.12 Vessel operating requirements.

(a) Subject to the exigencies of safe navigation, a VTS User shall comply with all measures established or directions issued by a VTS.

(b) If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by the VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as is practicable.

(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicate in the English language.
Note to §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

§ 161.13 VTS Special Area operating requirements.

The following operating requirements apply within a VTS Special Area:

(a) A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permits.

(b) A VMRS User shall:

(1) Not enter or get underway in the area without prior approval of the VTS;
(2) Not enter a VTS Special Area if a hazardous vessel operating condition or circumstance exists;
(3) Not meet, cross, or overtake any other VMRS User in the area without prior approval of the VTS; and
(4) Before meeting, crossing, or overtaking any other VMRS User in the area, communicate on the designated vessel bridge-to-bridge radiotelephone frequency, intended navigation movements, and any other information necessary in order to make safe passing arrangements. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules.

Subpart B—Vessel Movement Reporting System

§ 161.15 Purpose and intent.

(a) A Vessel Movement Reporting System (VMRS) is a system used to monitor and track vessel movements VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.
(b) To avoid imposing an undue reporting burden or unduly congesting radiotelephone frequencies, reports shall be limited to information which is essential to achieve the objectives of the VMRS. These reports are consolidated into three reports (sailing plan, position, sailing plan deviation and final).

§ 161.16 Applicability.

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:

(a) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;
(b) Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating; or
(c) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

§ 161.17 Definitions.

As used in this subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

§ 161.18 Reporting requirements.

(a) A Center may:

(1) Direct a vessel to provide any of the information set forth in Table 161.18(a) (IMO Standard Ship Reporting System);
(2) Establish other means of reporting for those vessels unable to report on the designated frequency; or
(3) Require reports from a vessel in sufficient time to allow advance vessel traffic planning.

(b) All reports required by this part shall be made as soon as is practicable on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

(c) When not exchanging communications, a VMRS User must maintain a listening watch as described in §26.04(e) of this chapter on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VMRS User must respond promptly when hailed and communicate in the English language.

Note: As stated in 47 CFR 80.148(b), a VHF watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or
(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

(e) When reports required by this part include time information, such information shall be given using the local time zone in effect and the 24-hour military clock system.

Table 161.18(a) The IMO Standard Ship Reporting System

A	Ship	Name, call sign, ship station identity, and flag.
B	Dates and time of event.	A 6 digit group giving day of month (first two digits), hours and minutes (last four digits). If other than UTC state time zone used.
C	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or.
D	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
E	True Course	A 3-digit group.
F	Speed in Knots	A 3-digit group.
G	Port of Departure	Name of last port of call.
H	Date, time and point of entry system.	Entry time expressed as in (B) and into the entry position expressed as in (C) or (D).
I	Destination and expected time of arrival.	Name of port and date time group expressed as in (B).
J	Pilot	State whether a deep sea or local pilot is on board.
K	Date, time and point of exit from system.	Exit time expressed as in (B) and exit position expressed in (C) or (D).
L	Route information	Intended track.
M	Radio	State in full names of communications stations/frequencies guarded.
N	Time of next report.	Date time group expressed as in (B).
O	Maximum present static draught in meters.	4 digit group giving meters and centimeters.
P	Cargo on board	Cargo and brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment.
Q	Defects, damage, deficiencies or limitations.	Brief detail of defects, damage, deficiencies or other limitations.
R	Description of pollution or dangerous goods lost.	Brief details of type of pollution (oil, chemicals, etc) or dangerous goods lost overboard; position expressed as in (C) or (D).
S	Weather conditions.	Brief details of weather and sea conditions prevailing.
T	Ship's representative and/or owner.	Details of name and particulars of ship's representative and/or owner for provision of information.
U	Ship size and type.	Details of length, breadth, tonnage, and type, etc., as required.
V	Medical personnel	Doctor, physician's assistant, nurse, no medic.
W	Total number of persons on board.	State number.
X	Miscellaneous	Any other information as appropriate. [i.e., a detailed description of a planned operation, which may include: its duration; effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation: configuration, length of the tow, available horsepower, etc.; for a dredge or floating plant: configuration of pipeline, mooring configuration, and number of assist vessels, etc.].

§ 161.19 Sailing Plan (SP).

Unless otherwise stated, at least 15 minutes before navigating a VTS area, a vessel must report the:

(a) Vessel name and type;
(b) Position;
(c) Destination and ETA;
(d) Intended route;
(e) Time and point of entry; and
(f) Dangerous cargo on board or in its tow, as defined in §160.202 of this chapter.

§ 161.20 Position Report (PR).

A vessel must report its name and position:

(a) Upon point of entry into a VMRS area;
(b) At designated reporting points as set forth in subpart C; or
(c) When directed by the Center.

§ 161.21 Automated reporting.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

(1) Notify the Center;
(2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and
(3) Make any other reports as directed by the Center.

§ 161.22 Final Report (FR).

A vessel must report its name and position:

(a) On arrival at its destination; or
(b) When leaving a VTS area.

§ 161.23 Reporting exemptions.

(a) Unless otherwise directed, the following vessels are exempted from providing Position and Final Reports due to the nature of their operation:

(1) Vessels on a published schedule and route;
(2) Vessels operating within an area of a radius of three nautical miles or less; or
(3) Vessels escorting another vessel or assisting another vessel in maneuvering procedures.

(b) A vessel described in paragraph (a) of this section must:

(1) Provide a Sailing Plan at least 5 minutes but not more than 15 minutes before navigating within the VMRS area; and
(2) If it departs from its promulgated schedule by more than 15 minutes or changes its limited operating area, make the established VMRS reports, or report as directed.

Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

§ 161.70 Vessel Traffic Service Port Arthur.

(a) The VTS area consists of the navigable waters of the United States to the limits of the territorial seas bound by the following points: 30°10.00′ N., 92°37.00′ W.; then south to 29°10.00′ N., 92°37.00′ W.; then west to 29°10.00′ N., 93°52.25′ W.; then northwest to 29°33.70′ N., 94°21.25′ W.; then north to 30°10.00′ N., 94°21.25′ W.; then east along the 30°10′ N. latitude to the origination point.

(b) *Precautionary Areas:*

Table 161.70(b)—VTS Port Arthur Precautionary Areas

Precautionary area name	Radius	Center point latitude	Center point longitude
Petco Bend[1]	2000 yds	30°00.80′ N.	93°57.60′ W.
Black Bayou[1]	2000 yds	30°00.00′ N.	93°46.20′ W.
Orange Cut[1]	2000 yds	30°03.25′ N.	93°43.20′ W.
Neches River Intersection[1]	2000 yds	29°58.10′ N.	93°51.25′ W.
Texaco Island Intersection[1]	2000 yds	29°49.40′ N.	94°57.55′ W.
Sabine-Neches Waterway	N/A	All waters of the Sabine-Neches Waterway between the Texaco Island Precautionary Area and the Humble Island Precautionary Area.	

[1] Precautionary Area encompasses a circular area of the radius denoted around the center point with the exception of the Sabine-Neches Waterway.

(c) *Reporting Points (Inbound):*

Table 161.70(c)—Inbound

Designator	Geographic name	Geographic description	Latitude/ longitude	Notes
1	Sabine Bank Channel "SB" Buoy	Sabine Bank Sea Buoy	29°25.00′ N. 93°40.00′ W.	Sailing Plan Report
2	Sabine Pass Buoys "29/30"	Sabine Pass Buoys "29/30"	29°35.90′ N. 93°48.20′ W.	
3	Port Arthur Canal Light "43"	Keith Lake	29°46.50′ N. 93°56.47′ W.	
4	North Forty GIWW Mile 279	North Forty	29°56.40′ N. 93°52.10′ W.	
5	FINA Highline Neches River Light "19"	FINA Highline	29°59.10′ N. 93°54.30′ W.	
6	Ready Reserve Fleet Highline	Channel at Cove Mid-Point	30°00.80′ N. 93°59.90′ W.	
7	Sabine River MM 268	268 Highline	30°02.20′ N. 93°44.30′ W.	

(d) *Reporting Point (Outbound):*

Table 161.70(d)—Outbound

Designator	Geographic name	Geographic description	Latitude/ longitude	Notes
1	Sabine River Light "2"	Black Bayou	30°00.00′ N. 93°46.25′ W.	
2	Ready Reserve Fleet Highline	Channel at Cove Mid-Point	30°00.80′ N. 93°59.90′ W.	
3	FINA Highline Neches River Light "19"	FINA Highline	29°59.09′ N. 93°54.30′ W.	
4	GIWW Mile 285	The School House	29°52.70′ N. 93°55.55′ W.	*Sector Shift*
5	Port Arthur Canal Light "43"	Keith Lake	29°46.50′ N. 93°56.47′ W.	
6	Sabine Pass Buoys "29/30"	Sabine Pass Buoys "29/30"	29°35.90′ N. 93°48.20′ W.	
7	Sabine Bank Channel "SB" Buoy	Sabine Bank Sea Buoy	29°25.00′ N. 93°40.00′ W.	Final Report

(e) *Reporting Points (East-Bound):*

Table 161.70(e)—Eastbound (ICW)

Designator	Geographic name	Geographic description	Latitude/ longitude	Notes
1	GIWW Mile 295	ICW MM 295	29°47.25′ N. 94°01.10′ W.	Sailing Plan Report.
2	North Forty GIWW Mile 279	North Forty	29°56.40′ N. 93°52.10′ W.	
3	Sabine River MM 268	268 Highline	30°02.20′ N. 93°44.30′ W.	
4	GIWW Mile 260	260 Highline	30°03.50′ N. 93°37.50′ W.	Final Report.

(f) *Reporting Points (West-Bound)*

Table 161.70(f)—Westbound (ICW)

Designator	Geographic name	Geographic description	Latitude/ longitude	Notes
1	GIWW Mile 260	260 Highline	30°03.50′ N. 93°37.50′ W.	Sailing Plan Report.
2	Sabine River Light "2"	Black Bayou	30°00.03′ N. 93°46.18′ W.	
3	GIWW Mile 285	The School House	29°52.71′ N. 93°55.55′ W.	Sector Shift.
4	GIWW Mile 295	ICW MM 295	29°46.20′ N. 94°02.60′ W.	Final Report.

(g) *Reporting Points (Offshore Safety Fairway):*

Table 161.70(g)—Offshore Safety Fairway

Designator	Geographic name	Geographic description	Latitude/ longitude	Notes
1	Sabine Pass Safety Fairway—East	East Dogleg	29°35.00′ N. 93°28.00′ W.	
2	Sabine Pass Safety Fairway—West	West Dogleg	29°28.00′ N. 93°58.00′ W.	